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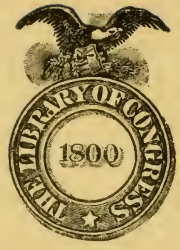

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FLORIDA

PATHFINDER.

A GUIDE TO FLORIDA.

INFORMATION FOR

THE TOURIST, TRAVELER AND INVALID.

PUBLISHED ANNUALLY BY

JOHN P. WHITNEY.

SEASON 1880--'81.

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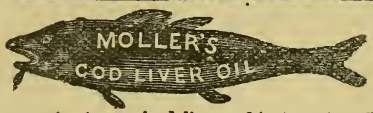

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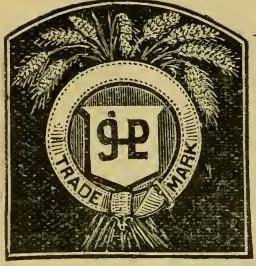

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A new and efficient treatment is now offered, and most satisfactory and surprising results are witnessed.

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PHILLIPS' PALATABLE COD LIVER OIL.

(THE BEST NORWEGIAN OIL COMBINED WITH THE PHOSPHATES.)

This combination furnishes all the elements necessary to counteract the tendency to Consumption and all wasting diseases, the Oil supplying the fat, while the Phosphates (being the same as provided by nature in the grain of wheat), give the blood and nerve tissue forming elements.

A marked increase of muscular flesh and weight is a noticeable result of continued use of this preparation.

All the objections to Cod Liver Oil on account of its disagreeable taste and smell, its nauseating effects and difficulty of digestion, are entirely overcome.

PHILLIPS' PALATABLE COD LIVER OIL is really pleasant to the taste. It mixes readily with water and can be diluted to any extent, so that an infant may take it, or the most delicate stomach retain it.

It is the best remedy for Coughs, Colds and Sore Throat.

IS TONIC, DIGESTIVE, AND HIGHLY NUTRITIVE.

THE MEDICAL PROFESSION ENDORSE IT.

H. H. Kane, (Brentwood, L. I.,) says:

"The readiness with which your preparation mixes with water, its pleasant smell and pleasant taste, and above all its therapeutic value, render it *the* remedy in chronic lung diseases, scrofula, and in fact all poor blood conditions and atonic states of the system, and especially when occurring in children."

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"PHILLIPS' OIL is borne by the most delicate stomachs. I consider this preparation invaluable for nursing mothers whose nutrition is below par."

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FLORIDA.

America is a country teeming with cozy resorts and watering places which are liberally patronized by an intelligent American people. A visit to any of her inviting retreats will bring you in contact with the tourist, the traveler, the pleasure-seeker and invalid. Ascend the mountain top, go into the verdant valley and dale, visit the sea-shore, or cross the plains, and the sojourner is there before you. Visit where you will, you find the venturesome tourist exploring every nook and corner, the idle pleasure-seeker wiling away his leisure hours in search of pleasure combined with instruction, the worn out invalid seeking health and repose, whilst the travel tired commercial traveler continues to advance his business interests; each and all enjoying the superb scenery, inhaling the pure atmosphere, obtaining repose and rest; still searching for that balm of life

conducive to health and happiness. This is the summer life experience. It is when the cold bleak winter winds come sweeping over the northern latitudes that these same sojourners, like the birds of the air, flee southward and hibernate in a land of sunshine and warmth, extending an equible climate with exihlerating sea-breezes, toned down by the overpowering influence of a warm Gulf stream, Florida, *our* American Italy, is the point of visitation. From the commercial metropolis of Jacksonville, the entrance gate of the State, up the broad and grand St. Johns river, and at the many cozy resorts lining its banks, buried amid groves of orange, oak, magnolia and pride of India trees and fragrant shrubbery, one will meet the tourist and the habitual Floridian sojourner passing away the Winter months, which here are mild and summer-like.

It was the veteran traveler and cavalier, Ponce de Leon, who inaugurated visitation to Florida's shores in search of health, where at the present day we observe thousands migrating thither for health and recreation. Each successive season terminates and we find an increased visitation to the State. And why should it not be so? Have not *round the world* tourists sounded Florida's highest praises and proclaimed it as possessing the most delightful climate upon the globe?

Not many years ago the question among wealthy tourists, invalids and others was:—"In what part of Europe will you spend the coming Winter." The se-

lected point was very apt to be in some locality noted for its climatic attraction, combining amusement, instruction, recreation, and not the least in consideration its healthfulness. The question among these sojourners at the present day is changed, and we are continually overhearing the remark, "Are you going to Florida this Winter?"

The State is especially favored by the appearance of American tourists, who have, heretofore, indulged their winters in celebrated health-restoring climates abroad, and from whose lips Florida has received the compliment of being, in respect to salubrity of climate, far superior to foreign countries. Surely no American need seek an Italy across the waters when a superior one lies here within three day's travel.

To the sportsman, scientist and student in search of fields for study, the business man seeking recuperation for the overworked brain and body, there is no locality in the world that combines superior advantages.

It is not only interesting to invalids and others who visit the State for health and pleasure, but its advantages as a permanent residence are now fully established. Elegant winter residences are to be seen in every thriving locality which during the winter season are occupied by the *elite* of Northern latitudes.

For the consumptive individual—if the visit is accomplished before the disease destroys the foundation for rebuilding, and the business man whose brain and nervous system are worn down by business, over-ex-

ertion and care, there is no better medicine for relief and cure, than the pure air and sunshine of Florida; while the climate and surrounding attractions are being enjoyed, one will gradually cast aside business cares and vexations, and under such atmospheric influences, the invalid will gradually increase in health and strength, and the overworked mind of the commercial man steadily recover its former healthfulness.

GEOGRAPHY, POPULATION, ETC.

Florida lies within 25 and 31 degrees north latitude, and 80 to 88 degrees longitude, west from Greenwich. It is in the same latitude with Northern Mexico, the Desert of Sahara, Central Arabia, Southern China and Northern Hindoostan. It is 400 miles in length; the extreme northern portion, from east to west, is about 350 miles in width. The peninsula section has an average width of 90 miles. The State contains 59,268 square miles or equal to 37,931,520 acres, and compared, in point of size, is nearly as large as all the New England States. The extent of coast line is nearly 1,200 miles, a distance nearly equal, in a straight line, to that from Portland, Me., to St. Augustine, Fla. The State, as a whole, is remarkably level—though the northwestern section is inclined to be rolling or hilly. According to the census of 1870, the population was 187,748. The present population, census of 1880, is 271,864 inhabitants.

EXPEDITIONS TO FLORIDA.

1497.—It claimed by the English that during this year, Florida was discovered by Sebastian Cabot, who did not land but merely sailed along the East coast.

1512.—Juan Ponce de Leon left Porto Rico in April in continuation of his search for the Fountain of Youth, and on the second day in that month—(which day being the Sunday before Easter, is called Palm Sunday, and which the Spaniards in those days called *Pasqua Florida*, or Flowery Easter, from the palm branches and flowers with which the churches are decorated on that day) landed on the coast in 30 degrees and 8 minutes north latitude, near the present site of St. Augustine, and gave the name of *Florida* to the country.

1516.—Diego Miruelo visited the Gulf Coast section and obtained pieces of gold from the Indians.

1517.—An expedition commanded by Fernandez de Cordova visited the the country.

1519.—One Anton de Alaminos soon after visited the Gulf coast.

1521.—Ponce de Leon made his second visit to the East coast. The Indians attacked his forces, killing great numbers. De Leon being wounded in the conflict was obliged to retreat to his ships. He set sail for Cuba, and soon after his arrival, died from the effect of his wounds.

1528.—Panfilo de Narvaez landed at Clear Water

Bay, near Tampa. He explored the northwestern section of the State, and becoming discouraged, he built several small boats and endeavored to reach Mexico. A sudden storm drove his boat to sea and he was never again heard of. Of the 300 who composed this expedition only four were known to have escaped; among the number was Alvar Nunez Cabeca de Vaca, who succeeded in reaching Mexico, and from thence to Spain.

1539.—Hernando de Soto disembarked at Tampa Bay and traversed the northwest section of the State. He continued his researches far beyond the bounds of Florida into the valley of the Mississippi where he died, and was buried beneath its waters. The expedition then wended its way down the Mississippi river to the Gulf of Mexico, and from thence to Mexico. Of the one thousand who four years previous had landed, only three hundred reached their destination.

1545.—A treasure ship *en route* from New Mexico to Spain was wrecked on the eastern coast.

1549.—Four Franciscan brothers landed at Tampa Bay, and were massacred by the Indians.

1552.—About this period an entire Spanish fleet, excepting one vessel, was wrecked on the Gulf Coast, while *en route* for Spain from Havana.

1559.—Don Tristan de Luna disembarked on the Gulf coast, with over fifteen hundred followers, but he soon abandoned the country.

1562.—The French Protestants, or Huguenots, under

Jean Ribaut, arrived on the coast, near St. Augustine. He continued north and disembarked near the mouth of the St. Johns River, called by the Spanish at that time, St. Matheo, and erected a stone landmark, bearing the French coat of arms. Continuing north he landed at Port Royal and endeavored to establish a colony. Having built Fort Charles, and leaving twenty-five men to garrison it, he returned to France. The colony being neglected and constrained by hunger, constructed a rude vessel and set sail for their country. They succeeded in their undertaking after having experienced terrible suffering.

1564.—René de Laudonniere arrived at St. Augustine; continuing north he landed at St. Johns Bluff, on the St. Johns River, and erected Fort Caroline where Jean Ribaut had previously erected his landmark.

1565.—August 29th, Jean Ribaut, who had previously returned to France, arrived with his colony at Fort Caroline, with supplies for Renè de Laudonniere.

1565.—Pedro Menendez de Aviles, arrived on the coast and established St. Augustine, about the same time that Ribaut arrived at Fort Caroline. Menendez, upon hearing of the arrival of the French, set sail for the purpose of their extermination. He drove the French fleet from the coast and returned to St. Augustine, and immediately planned a land attack on Fort Caroline. Arriving early in the morning he attacked the fort and massacred nearly all its inmates. Lau-

donniere with a few others escaped. Hanging several captives to a tree he placed above them this inscription: "Not as Frenchmen, but as Lutherans." On the return of Menendez to St. Augustine a solemn mass was celebrated and a Te Deum sung in commemoration of the victory. Meanwhile a severe storm overtook Jean Ribaut's fleet and all were wrecked at Matanzas, and subsequently cowardly butchered by Menendez, in squads of ten, with their hands pinioned behind their backs. Thus, in all, nearly three hundred men met their death.

1567.-Dominic de Gourgues, a Huguenot gentleman, arrived at Fort Caroline, and, with aid from the Indians, fully avenged the wickedness perpetrated by Menendez. Over the lifeless bodies of the Spanish, he wrote; "Not as unto Spaniards or outcasts, but as to traitors, robbers and murderers."

1586.—Sir Francis Drake made an attack on St. Augustine. He succeeded in plundering and burning the largest portion of the town His descent resulted in the capture of £2,000 which he took from the treasure chest within the fort.

1598.—The Indians massacred several priests in and about St. Augustine.

1665.—The pirate, John Davis, made a descent upon St. Augustine and pillaged the town.

1702.—Governor Moore, of South Carolina, captured St. Augustine, and held the town for three months; before he withdrew he burned it. He, however, failed

to capture the fort.

1740.—General Oglethorpe laid siege to the town. He planted his guns on Anastasia Island, also behind the sand hills on Point Quartell. He also erected a sand battery on Anastasia Island opposite the fort. After an unsuccessful attempt of forty days to capture the fort, he withdrew. He again in 1743 marched to the very gates of St. Augustine, but met with no better success.

1763.—Spain ceded Florida to Great Britain.

1766.—It was receded to Spain.

1819.—Florida passed into the hands of the United States. The change of flags occurred in East Florida, at St. Augustine, July 10th, 1821.

1845.—Florida was admitted into the Union, as a State.

CLIMATE.

Florida possesses the most equable and salubrious climate, the year round, of any State in the Union ; and in this respect it is to America, what the South of France and Italy are to Europe—a refuge for those desirous of escaping the rigor of a Northern Winter. It is frequently remarked by tourists, that the climate of of Florida is superior to that of Nice or Florence, Italy, as the frequent sudden changes which occur at those places are unknown in Florida ; and the fact that the State can be reached within three or four days' travel, either by rail or water, is another decided advantage, especially to invalids.

In treating of the *remarkable climate of Florida*, our principal object is to call attention to the pre-eminent suitability of that State as a winter residence for Northern invalids, although its charms are so attractive that thousands of tourist in robust health annually go there to enjoy the climate, as a luxury. In fact the climate of Florida is at present its chief attraction among people at the North. Florida is the most Southern and most tropical portion of the United States. Reaching almost to the tropical zone, and extending up to the 31st degree of latitude, its entire coast lines are bathed by the warm waters of the surrounding seas; while the gentle Trade Winds cool and purify its atmosphere, making this favored peninsula a most healthful and delightful place of residence.

The question has been often asked, "Why should Florida have an Italian climate, when it is 10 degrees nearer the equator than Italy itself? Why is it cooler, when its more southern latitude should make it warmer?" Science answers that the *Gulf Stream* is unceasingly employed in conveying heat away from the vicinity of Florida, and thus of course in cooling it. It has been affirmed that the quantity of heat daily carried off by the Gulf Stream from these regions, and discharged over the Atlantic, is sufficient to raise mountains of iron from zero to the melting point, and to keep in flow from them a molten stream of metal greater in volume than the waters daily discharged from the Mississippi river.

As Florida possesses an insular temperature, not less equable and salubrious in winter than that afforded by the south of Europe, it will be seen that invalids requiring a mild winter residence have made a great mistake in going to foreign lands in search of what could have been more easily and quickly found at home. Of late years Florida has attracted the earnest study and commendation of physicians at the North, because the pulmonary invalid may here exchange, for the inclement seasons of the North and the pernicious atmosphere of a room to which he may be confined, the mild and friendly temperature and the soft, balmy breezes of an ever-green land.

Florida has another advantage over distant Italy, in having no mountain ranges covered with snow in winter. The cold blasts of the Apennines and the Jura Mountains render a large portion of Italy and Southern France unfit for invalids, who are unable to bear a sudden and great increase of temperature. As far north as the Suwanee river there are generally but three or four nights in a whole winter when ice a sixteenth of an inch thick is formed in Florida. The winter in East Florida is delightful beyond description, and very much resembles the "Indian Summer" known in the New England and Middle States,—except that in Florida the atmosphere is more dry and elastic, and the sky is perfectly clear.

We know of no place in the world equal to Florida for northern invalids. All of them improve under the

influence of its warm and genial climate, where a comparatively even temperature is maintained, and where the rule is cool nights, in which sleep, that sweet restorer, comes with so many blessings to the fevered and fretful invalid, and the over-worked. No physician is so skillful, no remedy so marvelous in restorative power, as sleep; and this the resident of Florida may more easily obtain than in any other climate known to seekers after health.

In Florida the mercury never settles as low or rises as high as it does at any point between there and Canada. The lowest point reached in winter is seldom below 30 degrees, and in summer it rarely exceeds 95 degrees. The average during the three summer months is about 80 degrees. In New York, Boston, or Montreal, every summer carries the mercury to a greater height. The following averages may be fairly considered to give a just view of the range of the thermometer over the whole State:

The mean temperature of *Jacksonville* (latitude 30 degrees, 10 minutes, 38 seconds,) calculated upon observations during 27 years, is for spring, 70.06°; for summer. 81.82°; for autumn, 70.35°; for winter, 56.30°.

The mean temperature of *St. Augustine*, which is immediately on the eastern coast, about half a degree farther south than Jacksonville, calculated on observations during 20 years, is for spring, 68.54°; for summer, 80.27°; for autumn, 71.73°; for winter, 58.08.

(These figures show that St. Augustine is slightly warmer in winter and cooler in summer than Jacksonville.)

For very many years Florida, and notably St. Augustine, has been famed as one of the most healthful locations in the whole country, and in fact, the world. For more than 100 years that favorite, quaint and ancient city—the oldest on the American continent—has been thronged with invalids and tourists from all parts of the world; and the climate of St. Augustine is the climate of East Florida. Northerners have long resorted to Florida, to find in her mild and purifying climate a sure relief from the piercing winds, frigid temperature and capricious climate of the Northern and Middle States; those who through frequent visits and repeated trials have become best informed, are unanimous in declaring that Florida, for comfort and health, has a climate unrivaled in the world.

The climate is the principal attraction to visitors; the Atlantic Ocean on the east and the Gulf of Mexico on the west, greatly modify the air that blows over the peninsula, making it cooler in Summer and Warmer in Winter. Even in mid-summer the heat never reaches that extreme which is felt in higher latitudes, and during the year round it is the most agreeable and salubrious climate to be found on the globe. The thermometer rarely falls below 30 degrees in Winter, or rises above 90 degrees in the Summer. During the Winter, the atmosphere is always dry and elastic;

nearly six out of seven days are cloudless, and during the Summer, the nights are agreeably cool, it being rarely that one can sleep without the use of a blanket. As an evidence of the value of a Floridian climate for those suffering from pulmonary diseases, we publish the census of 1870, giving the number of deaths occurring from consumption in the several States; and notwithstanding the fact that Florida is visited by thousands of consumptives, the proportion of deaths is less than any other locality in the United States.

Massachusetts.	one in 283	Ohio.....	one in 507
Maine.....	" " 315	Virginia.....	" " 585
New York....	" " 379	Indiana.....	" " 599
California.....	" " 450	Illinois.....	" " 698
Vermont.....	" " 463	Florida.....	" " 1,433

It is an undisputed fact that the State contains much swampy land, and wherever there exists a dense, fresh water growth of vegetation accompanied by decomposition, malarious diseases generally follow, but in this case the excellent sea breezes which sweep from ocean to gulf, at least during the Winter season, from October to May, clear the atmosphere and purge it of its evil effects.

SOIL AND PRODUCTION.

Florida lands are classed as high and low hammock, pine and swamp. The high hammock land is covered with a growth of underbrush. The low hammock land is the same as the high land excepting that it has much heavier growth of underbrush and requires a

little draining. It is adapted to the growth of cane. The high hammocks are composed of very rich soil, and produce, with very little cultivation, all the crops of the country, and merely require clearing and ploughing. The price varies from fifty cents to twenty-five dollars per acre, according to location.

Pine land is that which bears the pine trees and is frequently covered with underbrush. It is suitable for raising cotton. The poorer quality of pine land is considered valuable for the raising of Sisal hemp; it affords good range for cattle. Prices, according to location, from seventy-five cents to ten dollars per acre.

On the St. Johns and Indian River sections, unimproved land may be obtained at from $6 to $20 per acre, while improved lands command from $25 to $40 per acre. Land possessing orange groves in bearing costs from $50 to $300 per acre, and when located near a settlement commands much higher prices.

Of the fruits successfully cultivated in the localities especially adapted for their production, we mention the orange, lemon, banana, fig, plum, pomegranate, guava, tamarind, date, plantain, almond, pecan, peach, grape, pineapple, citron, cocoanut, watermelon, cantelope, strawberries; also every variety of garden vegetables. Spanish tobacco, sugar and hemp have been cultivated with much profit. Cotton is the principal production in the northern portion of the State. Peas, tomatoes and other vegetables are extensively shipped to northern markets. Arrowroot, the castor bean and

indigo are easily raised. Andrew Turnbull, when located at New Smyrna, produced large quantities of indigo, which was sold at great profit. The mulberry tree flourishes.

At present the cultivation of the orange receives the principal attention. The Florida orange is admitted by all fruit dealers to be the finest that reaches the market. During the past few years millions of orange trees have been set out by new settlers in the State. These trees will soon yield a profit to their owners. A good bearing orange grove is an excellent investment and will always find a ready purchaser.

SPORTING FACILITIES.

Apart from the charms of its climate the State offers to those whose tastes lead them to the forest and stream the most gratifying opportunities. The forests and swamps abound in innumerable species of game, whilst the lagoons, rivers and bays fairly swarm with almost every conceivable variety of fish and water fowl. East Florida, alone, is abundantly provided in this respect, and hundreds of sportsmen may be found camping along the shores of the lagoons and bays, paying their respects to the varied description of game which haunt the woods, air and waters of the Indian River and other localities. Deer are plentiful throughout the year, but are smaller than the Northern varieties. Much deer hunting is done on horseback. The native swamp ponies dash through the palmetto scrub with

surprising speed and facility. Excellent guides, dogs and horses may be obtained at St. Augustine, Port Orange, New Smyrna and Titusville. Wild cats are quite plenty and at times a fierce puma is to be found. The wild cats weigh from eighteen to thirty pounds. The pumas are nearly as large as Bengal tigers. A puma was shot a few miles west of Elbow creek which measured nine feet and four inches from tip to tip, and weighed 240 pounds. Numbers of these beasts have been shot not far from Jupiter Inlet lighthouse. Bears are met with throughout the year. They are the common black or cinnamon bears, the kind so familiar to Rocky Mountain hunters. Gray, black and fox squirrels, coon and oppossums abound in the woods.

During the winter months duck shooting is in full season and affords fine sport. They include the following varieties: teal, mallard, gray widgeon, baldpates and the large black English duch. Quail and wild turkey may be found in almost any part of the state. Alligators are found in nearly all the streams, though they are more plentiful on the Ocklawaha and upper St. Johns river, the southern lakes and Everglades. Some are of enormous size, ranging from twelve to even twenty feet in length. Among the birds of beautiful plumage which people the woods and wing the waters of the Indian River section are white herons, Spanish curlew, sicklebills, gray pelicans, oyster birds, shearwaters, majors, eagles, snake birds, ivory-bills, paroquets, doves, chickwills, men-of-war-hawks, ibises,

gannets, cormorants, white owls, and king vultures. The fishing in the bays and lagoons is not excelled in any part of the globe, for variety, size and excellence of flavor. The leading game fish is the channel bass; they range in weight from two to forty-eight pounds. St. Augustine, Matanzas, and New Smyrna are the favorite resorts of these fish. On the Atlantic coast are also sheepshead, salt water trout, whitings, groupers, snappers, kingfish, crookers, and other species too numerous to mention.

At St. Augustine, which is the sportsmen's headquarters on the Atlantic coast, excursion parties are formed for the purpose of visiting Matanzas and thence southward, where plenty of hunting and fishing sport can be obtained.

Fine hunting grounds are found north of St. Augustine on the coast. also the entire island of Anastasia offers superior shooting; deer, bear, and frequently a panther are to be met with. From St. Augustine southward to Matanzas, and far to the south of Indian River there will be found fine hunting and fishing grounds, and the sportsman will also find agreeable camping quarters while *en route*. At the several thriving settlements along this route there are good hotel and boarding-house accommodations, kept by experienced native and Northern sportsmen, ever willing to extend their hospitality to the venturesome sportsman.

THE OCKLAWAHA RIVER.

This peculiar river rises in Lake Apopka and flows northeast through Lakes Dora, Eustis, Harris and Griffin; when near Silver Spring it turns its course eastward and empties into the St. Johns river very nearly opposite Beecher. The entrance, twenty-six miles south of Palatka, is extremely narrow, and for miles the channel possesses no bank, it being simply a navigable passage through a lonely, dismal, yet romantic swamp. Ock-la-wa-ha is the name originally given to this stream by the Seminole Indians, signifying "crooked water,"—Ock-la—crooked, wa-ha—water. The name itself is significant, and no attempt has ever been made to change, or find one more applicable. There is probably no other stream similar to it; so varied in its changes, and possessing so weird scenery and having an equal number of points of interest. From the time you enter its mouth until you reach its source, the scenery is constantly changing. Generally the river is quite narrow, with an occasional interruption where it expands and covers a vast expanse of territory; in such places the water is quite shallow, except in the channel, where grow nearly every variety of wild marsh plants, as wild rice, maiden cane, bonnets, wild lettuce, lilies of every conceivable hue and color, including hundreds of nameless plants, etc. Here, also, can be seen many varieties of birds of rare plumage, as the Pink Curlew,

Paroquet, Simpkins, Blue and White Heron. Here also can be observed in great numbers his 'gatorship wiling away his time in peaceful slumber. Conspicuous among the interesting sights are the floating islands, ranging in size from a few yards in length to many acres in extent, which in case of high water frequently float into and choke up the channels, making it necessary to separate them for the passage of steamboats. On entering the mouth of this river you are at once enveloped in a dense cypress swamp, and the incredulous would naturally suppose that the end of navigation was close at hand and the only means of returning was to back out. This is the supposition for the first one hundred miles as there is hardly a place for a boat to turn. For nearly the distance to Silver Spring the cypress boughs on either side meet overhead and form a natural arch. To the romance-seeker this portion of the trip will offer the greatest attraction. All here is oppressive silence, dismal, lonesome and weird. Among the curiosities to be seen are the twin cypress, the double-headed Palmetto, and the monkey's bridge. To make the scene complete a trip by night with the aid of the torch is suggested when the varieties of wonder and transformations will exceed all imagination, and must be seen to be appreciated.

After about eighteen hours travel, Silver Spring is reached which of itself is worth a trip across the continent to see. The Spring covers an expanse of about five acres, is from twenty to eighty feet deep, perfectly

clear and transparent and of an even temperature the year round. Any article dropped into the water is distinctly visible while lying on the bottom. Silver Spring is the most important landing on the river as the farming country is quite productive. The thriving town of Ocala obtains its supplies from this point. Nothing is visible from the Spring but the warehouses and one or two buildings used as dwelling houses.

After leaving Silver Spring the tourist takes his position upon the deck, for here the scene is constantly changing. As you emerge from the dome of cypress, you find yourself out upon an open prairie, with a river so narrow that you expect every moment to see the boat become wedged between the banks. You turn to the right or left and observe what appears to be another river, but after continuing a while you find the boat skimming upon the placid waters of the supposed river, which turns out to be a "crook" in the Ocklawaha. And so it goes, winding, twisting and turning until you reach the great lake region which is the main source of this very remarkable stream.

The first expanse in this great chain, is Lake Griffin which is about fifteen miles long by six miles wide; on its south bank lies the settlement of Leesburg, situated in the midst of a wild sour orange grove, hundreds of thousands of which have been budded into the sweet orange. Leaving this lake and passing through some fifteen miles more of curvatures in the river you enter Lake Eustis, one of the prettiest sheets

of water in this great chain of lakes, not so large perhaps as some of her sister lakes, but being surrounded by high banks and pine woods, gives it a picturesque appearance. Just opposite the entrance of this pretty lake, and about eight miles distant is the thrifty settlement of Pendryville, which is made up entirely of Northern element. From this point it is only twenty-six miles from Sanford, on Lake Monroe. Hacks can be obtained here to convey one over to Sanford. Fare, $5. The "Lake Griffin, Lake Eustis and Gulf Railroad" terminates about one mile from Pendryville. Passing through Read River you enter Lake Harris, the largest of this lake chain. It is about twenty-five miles long and twelve miles wide, and similar to Lake Eustis also possesses high banks. The many small islands which dot this lake is an additional attraction. On the south bank of this lake is the prosperous settlement of Yalaha (or sweet orange).

After a short run of about four hours Okeehumkee is reached. This is the head of navigation. The town is situated on the banks of Lake Dunham. The only peculiar feature about this lake is that it is the dividing line of the waters, part of which flows southward through the Kissimmee river into the great Lake Okeechobee and thence to the Gulf, but the greater portion of the water flows northward through the Ocklawaha and St. Johns rivers into the Atlantic ocean. A trip up this wonderful stream

is decidedly an odd, yet grand one, and tourists should not fail to make it an object of their visitation.

POINTS ON THE OCKLAWAHA.

There are a number of landings on this river which are of little importance except as a landing place for freight and mail intended for the back country.

Silver Spring, the first point of interest, is 110½ miles from the mouth of the Ocklawaha river. A large wharf and house for commercial purposes, and two or three dwellings constitute the improvements of the place. It is but five miles from this point to the growing town of Ocala. The Spring rises suddenly from the ground, forming a river of itself, called Silver Run, which courses some nine miles and contributes to the waters of the Ocklawaha. The spring occupies some five acres in area and is from twenty to eighty feet deep. Articles dropped from the hand can be distinctly seen at the bottom. Living objects darting to fro in its utmost depths can clearly be seen. The fine white sand resting upon the bottom, some eighty feet, appears through the crystal waters as though it were only a few inches beneath the surface of the water. Silver Spring is one of the wonders of Florida, and in connection with a trip to the State as well as up this weird river, deserves particular attention from tourists and strangers.

Merreseu's Landing is 120 miles from the St. Johns river, and is merely a landing place and shipping point for the Lake Ware section.

Leesburg is 178 miles from the St. Johns river, located on the southern Bank of Lake Griffin. It is an enterprising town of about 200 inhabitants, and the county seat of Sumter County. It possesses one newspaper publication, four stores, one church, saw mill, etc., and is the shipping point for a large and growing agricultural country. Postal and good hotel accommodations.

Fennetvella is 198 miles from the mouth of the Ocklawaha river, lying between Lakes Griffin and Eustis. Its principal industry is that of shipping oranges. It is located in the midst of several large and abundantly producing orange groves.

Pendryville is 207 miles from the St. Johns river, and is pleasantly located on the south-east bank of Lake Eustis upon land elevated fully 185 feet above the sea, making it without doubt a healthful locality. It is a new settlement, first located by a Mr. A. S. Pendry of Rochester, N. Y., in January, 1876. It contains at present writing about 80 families of education and refinement. It possesses post office, telegraphic, and good hotel facilities; contains one church, one school, carriage and blacksmith shop. The settlement, possessing as it does the right spirit of enterprise, is rapidly advancing not only in population and commercial industries, but in good favor among tour-

ists and strangers as a mild climatic winter resort. The hotel accommodation extended to the visitor by A. S. Pendry is all that can be desired. During the past four years over fifteen thousand orange trees have been set out at this place.

Yalaha (or "Sweet Orange"), is 234 miles from the mouth of the Ocklawaha river, situated upon a high bluff, on the south bank of Lake Harris. Its pleasant elevation gives it a commanding view of the beautiful lake. It contains about 100 inhabitants; possesses good school, telegraphic, church, and post office facilities. There are three stores and other industrial establishments. It also boasts a literary society; good boating, fresh water fishing, etc. The locality is specially noted for its refined society.

Okeehumkee is 249 miles distant from the mouth of the Ocklawaha river. It is at present the last steamboat landing on this wonderful stream. It is merely a landing place for freight and mail for the adjacent country.

ON THE OCKLAWAHA.

The following are the Points on this stream, giving the distances from Palatka:

	MILES.		MILES.
Mouth of Ocklawaha	26	Limpkin Bluff	122
Davenport Landing	34	Delk's Bluff	126½
Blue Spring	54	Silver Spring Run	127
Cedar Landing	55	Silver Spring	136½
Fort Brook	61	Merreseu's Landing	146

Orange Spring Land'g 63
Malehet Shoals..... 73
Orange Lake Landing 75
Iola 76
Forty Foot Bluff..... 80
Log Landing..... 85
Gillis Creek..... 90
Eureka..... 94
Sunday Bluff..... 96
Pine Island..... 97
Palmetto Landing 102
Gores Landing.....108
Durisoes.....114
Grahamsville Landing.118
Lake Ware Landing..151
Moss' Bluff.....154
Stark Landing.....186
Slighville.....194
Leesburg 204
Lake Griffin P. O.....209
Lovell's Landing 220
Fennetvella 224
Fort Mason.....230
Pendryville 233
Yal-aha 260
Helena.....273
Okeehumkee P. O....275

ST. JOHNS RIVER.

This grand sheet of water is created by the overflow of the numerous springs and swamps in the southern portion of the State; it flows, unlike any other river in the United States, directly north for over three hundred miles, when turning abruptly to the east, it empties into the Atlantic ocean. Its whole course traverses through an extremely level country. Many portions of the river are six miles wide, and north of Lake George no part is less than one mile in width; at Palatka the river takes an abrupt turn and becomes narrower. At this point the scenery along the banks becomes more interesting on account of its close proximity. Its twists and turns are in decided contrast with the lower portion of the river. The St. Johns river is credited with carrying a larger volume of water than

the Rio Grande, which river is one thousand miles long, and in point of width the St. Johns river is the largest in America. There are but few streams in the world that present a more tropical appearance along their entire course.

The many cozy retreats located upon the banks of the St. Johns are of universal attraction, and during the Winter season thousands of tourists from every section are here to be found, forgetful of all business cares, enjoying the pleasures of the trip and complimenting the salubrity of the climate.

Many of the tributaries of the stream are navigable to a considerable distance by small steamboats. It is estimated that the St. Johns river and its navigable branches afford one thousand miles of water transportation. The means of transportation on the stream are easy and comfortable. Large steamers ascend as far as Palatka, from which point smaller steamers continue to Enterprise, and up the Ocklawaha river and other sections of interest to the tourist. Numerous small steamers ply directly between Jacksonville and points of interest on the tributaries of the St. Johns.

On the banks of the St. Johns are to be seen many fine orange groves; one may also observe the Magnolia, Pride of India, the Pine, and other species of trees festooned with long skeins of moss gracefully descending and nearly touching the water's edge; to witness this sight, to feel and inhale the soft balmy breezes, scented with the odor of the Magnolia and

yellow Jessamine, is a coincidence not presented by any other section of the United States. There is a charm attached to the incidents of a trip upon this sheet of water—apparently a succession of lakes—that one will not soon forget, especially when contrasted with a Winter trip upon the Hudson with its cold, bleak winds.

The water of this remarkable stream is of a dark coffee color and slightly brackish in taste. In fact all the streams in the southern section of the State present this appearance. This discoloration is caused by the roots of trees and vegetable matter which thrives in these streams.

POINTS ON THE ST. JOHNS.

Showing distances from Jacksonville. Sailing south is termed GOING UP the river. Points marked with a star * are on the right going up.

The following is a revised list of the most important points located upon the banks of the St. Johns river. Each year shows an increase of settlements on this stream, as also in the entire State. Settlers of means from nearly every section of the globe are continually locating upon the eligible sites of this river; comfortable residences are erected. orange groves planted, a commodious wharf is extended into the stream for the accommodation of the many steamboats, and a favorite name hit upon as designation. We trust projectors of settlements and

others will be kind enough to advise us of all such information.

	MILES.		MILES.
Arlington	2	Mt. Royal	106
St. Nicholas	2	Fruitlands	107
Riverside*	3	Fort Gates*	107
Black Point*	10	Georgetown	111
Read's Landing*	13	Racemo	112
Mandarin	15	Lake George	113
Orange Park*	15	Orange Point	113
Fruit Cove	19	Drayton Island*	114
Hibernia*	22	Salt Springs*	119
New Switzerland	23	Benella*	120
Remmington Park	25	Yellow Bluff*	121
Magnolia*	28	Spring Garden*	122
Green Cove Spring*	30	Lake View	132
Orange Dale	34	Volusia	137
Hogarth's Landing	38	Fort Butler*	138
Picolata	45	Manhattan*	139
Tocoi	52	Orange Bluff	140
Federal Point	60	St. Francis*	155
Orange Mills	64	Old Town*	156
Cook's Landing	65	Crow's Landing*	159
Dancy's Wharf	66	Hawkinsville*	160
Russell's Point	67	Cabbage Bluff	162
Whetstone*	68	De Land's Landing	162
Russell's Landing	69	Lake Beresford	166
Palatka*	75	Blue Spring	172
Hart's Orange Grove	75	Wekiva	184
Rawlestown	78	Manuel Landing	185
San Mateo	80	Shell Bank	193
Buffalo Bluff*	88	Sanford*	199
Horse Landing*	94	Mellonville*	200
Smith's Landing	96	Fort Reid*	203
Nashua	97	Enterprise	205

Welaka.....100 Cooks Ferry.....224
Ocklawaha River*....101 Lake Harney.....225
Beecher.....101 Sallie's Camp.....229
Orange Point.....102 Salt Lake.....270
Norwalk*.....103 Indian River.....276

RESORTS ON THE ST. JOHNS.

Mandarin is the first point deserving of notice. It is 15 miles from Jacksonville on the east bank of the river. It is a village of about 250 inhabitants, located near the river on an elevation of ten to twelve feet. It is one of the oldest settlements on the river. During the Indian wars the Seminoles visited it and massacred nearly all within its limits. Here is located the cozy residence occupied during the winter by Mrs. Harriet Beecher Stowe. It is surrounded by a fine orange grove, whilst towering above the cottage is a beautiful oak tree which almost obscures the residence from view. Just back of the town are several Indian mounds.

Hibernia is about seven miles further up the river on the west bank. It is a pleasant resort and is well patronized by invalids. It possesses agreeable surroundings such as fine walks shaded with groves of oak and other species of trees.

Magnolia is the next landing place. It was established in 1827. This is without doubt the coziest appearing resort on the river as viewed from the deck of the river steamer. It is extensively patronized by tourists and invalids. It possesses shady promenades,

beautiful groves and rare opportunities for invalids desirous of quietude and retirement. It is but two miles pleasant walk to Green Cove Spring through a dense foliage of oak, pride of India and other trees.

Green Cove Spring is reached after a pleasant sail of two miles, on the west bank. It is one of the most extensively patronized resorts on the river. It has many attractions, especially to invalids. The Sulphur Spring is probably its greatest attraction; the temperature of the water of this spring is about 78 degrees, and is as clear as crystal. Its flow is about 3,000 gallons per minute. Excellent opportunities are extended to bathers who indulge and in many instances receive great benefit. Its sulphurous condition is quite distinguishable by taste and odor, and said to be valuable for its medicinal properties. Green Cove Spring possesses superior hotel accommodations.

Picolata is located upon the east bank of the river about 45 miles south from Jacksonville. It is one of the oldest settlements in Florida, having been the site of a fort to protect the Spaniards from the attack of the Indians. It was constructed by order of Menendez, who founded St. Augustine in 1565. It was a halting place for the Spaniards whilst on their explorations and marches to the west part of the State. At this point the river was crossed and Fort Poppa gained on the west bank; from thence a road run north-west to the Gulf of Mexico. Here, also, missionaries were

stationed during the early years of struggle and bloodshed between the Spaniards and Indians. It is the site of an ancient Spanish fort and settlement, all evidence of which is destroyed. Two centuries and a half ago the Franciscan friars erected here a church and monastery. Under Spanish dictation it boasted of more than one hundred dwellings and shops. It was the main artery of supply for the settlements on the St. Johns river, and localities westward. All merchandise export, including sugar, indigo, furs and fruit, were here collected and sent over to St. Augustine, and thence to Spain. Opposite Picolata, on the west bank, are the remains of Fort Poppa, built of earthwork during the Spanish era. Before the completion of the St. Johns wooden tramway, in 1870-71, Picolata presented quite a lively appearance, as passengers for St. Augustine were here transferred and conveyed across the country by stage. It at present consists of two or three dwellings, and is not often visited by river steamers except for mail services.

Tocoi.—This place was unknown prior to 1870. On the completion of the "St. Johns Railway," which in this year was simply a wooden tramway to convey passengers and freight to St. Augustine, the cars being propelled by horses and mules, this point was selected as the terminus. Strips of iron were laid upon the old wooden rails which at that time was considered an improvement. When the road changed ownership the T rail was laid and the time of transit to St. Au-

gustine lessened to thirty-five or forty minutes. It is fifteen miles from the ancient city of St. Augustine. Visitors to this city are transferred here.

Palatka is 75 miles from Jacksonville, on the west bank. It is the largest and most prosperous town on the river excepting Jacksonville. The population is about 1,600. It is an admirable location for consumptives who, when in Northern latitudes, have lived near the salt water. Invalids from inland towns do better on the coast where they can obtain a warm even temperature impregnated with the salt from the ocean. The town is nearly one-half mile in extent and commands an extensive back-country trade.

Palatka was first settled about the year 1838, on the termination of the Seminole war. Prior to this date the country was occupied by the Indians. Palatka (Pilatka) is the Indian name for Cow-ford. The streets are run at right angles and adorned on either side with orange trees. It has Court House, Post Office, and many winter residences. There are seven houses of worship, and excellent hotels. It also boasts a park which is a delightful resort. Palatka possesses every facility for boating, fishing, hunting, etc.

It possesses postal, telegraphic, excellent hotel facilities, churches, schools, etc. The larger steamers make this point their terminus. Small steamers run to Lake Crescent; the upper St. Johns; also up the Ocklawaha river etc., etc. There are also other steamers which

ply directly between Jacksonville and other special points of interest. At Palatka the river becomes narrower. Above this point the river is styled the Upper St. Johns. The first point of attraction on the Upper St. Johns is—

San Mateo.—This is a thriving settlement on an elevated piece of land, five miles south of Palatka. It has churches, post office and boarding facilities.

Nashua Landing is located on the east bank of the Upper St. Johns, about 97 miles from Jacksonville. It was settled by colonization. The settlement is situated back from the landing.

Welaka is twenty-five south of Palatka, on the east bank of the river, nearly opposite the mouth of the Ocklawaha river. It is situated on a high bluff. Welaka was the name given to the St. Johns river by the Indians, which signifies "a chain of lakes." It was formerly the site of an Indian village and afterward a flourishing Spanish settlement. South of Welaka the river expands and forms Little Lake George.

Mount Royal is on the east bank of the river, 106 miles south of Jacksonville. This is one of the finest sections on the Upper St. Johns. There are several fine cottages located here upon high land, which commands a fine view of the river. An unobstructed view may be had at this point as far as Hog Island, seven miles distant. A short distance from here is Fruitland, another cozy retreat.

Fort Gates is just opposite Mount Royal. It

was a military post during the Seminole war. This section is one of the most inviting ones on the upper portion of the river. High land, healthful locality, and specially suited for orange cu ture. It is one of the finest localities for hotel erection on the river.

Lake George is eighteen miles long and twelve miles wide. The largest of the many beautiful islands in this lake is called Rembert Island, which contains 1,700 acres, with a fine orange grove upon it.

Volusia is situated on a bluff, on the east bank. It is five and a half miles from Lake View. It is the site of a Spanish city long ago obliterated by war. The present village contains about six hundred inhabitants, and was settled in 1818. It was once the principal point on the line of travel between St. Augustine and the Mosquito Inlet country, on the coast.

Hawkinsville is located on the west side of the river. At the landing the river has a depth of 60 feet.

Blue Spring on the east bank. It is a wood station for the steamers that ply in this section. Near by is the famous spring whence it derives its name. It is one of the largest springs in Florida, being a quarter of a mile long, one hundred feet wide, eighty feet deep, and forms a considerable stream, large enough to float a steamer. It is an interesting sight to look over the steamer's side into the crystal-like water and observe the movements of the various species of fishes below in their every-day life. Blue Spring is a stopping-off place for Orange City.

Lake Monroe is another expansion of the St. Johns river. It is about five miles wide and thirteen miles long.

Sanford is located on Lake Monroe, about one mile north of Mellonville. Its success as a resort is due to H. S. Sanford, Esq. Besides all kinds of fruits, the lake is abundantly supplied with fish and game. As a health-conducive locality, it is unsurpassed on the river.

Mellonville is the site of Fort Mellen, erected during the Indian wars. In the vicinity are several fine orange groves. It possesses hotel and boarding facilities. Its post office is located at Sanford.

Enterprise is a well patronized resort located on the east bank of Lake Monroe, opposite Mellonville and Sanford. It is the terminus of the Palatka boats. It possesses a good hotel, stores, post office and other facilities. About one mile north of the town is

Green Sulphur Spring, the water of which is a delicate green color, and ofttimes quite transparent. The spring is eighty feet in diameter and fully one hundred feet deep. It is worthy a visit. Enterprise is well patronized by the sporting fraternity. Twelve miles from Enterprise, on the New Smyrna road there is a good relay point for sportsmen. Snipe, turkey and deer can be found here in abundance. Parties will be furnished here with conveyance to reach Indian river. At St. Augustine excursion parties are made up to Matanzas, Halifax and Indian River.

Lake Harney is about thirty miles distant from Enterprise. During the winter small steamers make the trip weekly to this point and also places beyond. This section of the country is teeming literally with game. No difficulty is had in securing guides to and through this section. It is very rarely that tourists ascend beyond this lake.

Salt Lake is sixty miles from Enterprise. From this point it is only six miles to the Indian river. Steamers regularly run as far as this lake during the winter season.

Lake Washington is about 65 miles farther to the South. It is said that but one steamer has ever been up the St. Johns river as far as this lake.

Crescent City is situated on Lake Crescent, formerly called Dunn's Lake, on a tract of land designated as Fruitland Peninsula. It is about twenty-five miles south of Palatka. The lake is a beautiful sheet of water some four miles in width and twenty miles in length. During the winter season this section is in direct connection with Jacksonville and other sections, as steamers run into this lake, touching at the several enterprising settlements located upon its banks.

THE ATLANTIC COAST SECTION.

This portion comprises that section on the Atlantic Coast south of St. Augustine and terminating at Biscayne Bay. It includes the Matanzas river, Halifax river, Hillsborough and the celebrated Indian river.

Matanzas.—This new settlement is located about eighteen miles south of St. Augustine, and is in direct communication by water with the Ancient City. It is also a place of considerable historical note. Located here upon a small marsh island are the remains of a coquina structure, used in the days of Menendez as a fort and lookout for this section. It bears considerable historical connection with St. Augustine, and was an aid in its founding and protection when occupied by the Spaniards. During the siege of St. Augustine by General Oglethorpe, her port being blockaded, supplies were received from Cuba and landed here. During the night these supplies were conveyed up the Matanzas river into St. Augustine. This section is notable in history as being the locality where Menendez butchered nearly three hundred Huguenots brought over from the south point in squads of tens. Their arms were pinioned behind their backs; they were then marched a short distance into the scrub and underbrush, when upon a given signal they were suddenly, but quietly assassinated with the knife, to prevent the alarm being given to their comrades who had not passed over. The series of massacres occurred on the exteme south point of Anastasia island, though it is probable the elements have destroyed the precise locality where the remains originally laid. This section is considered an excellent fishing and hunting grounds. In consideration of the many excursions made up at St. Augustine for this point, during the

summer of 1876 a hotel was erected, which will be found open during the season for the hunter's and angler's accommodation. From this point the tourist continues south until Pelicer's landing is reached; this is the north end of the Haulover, which is about twelve miles across. The cost for hauling over a boat here is $5. The boat is launched at Bulow's creek, which is a tortuous course through a marsh ten miles long to the head of Halifax river. This river or estuary is twenty-five miles long and has an average width of one mile. It discharges its waters at Mosquito Inlet, and is subject to the tide its entire length. On the west bank as you enter is *Tiger Hammock*. One mile south is the mouth of Tomoka river which forms a bay of over one mile long, the mouth of which is more than one-half mile wide. The south bank is *Mount Oswald* and affords good camping quarters. *Palmetto* is six miles to the south on the west shore. South of this point is

New Britain.—This settlement on the Halifax river, seventeen miles from Mosquito Inlet, originated in 1873 with a colony of mechanics from New Britain, Conn. The village is situated on a sloping bank of the river, six miles from its head. The river at this point is half a mile wide. There is no hotel here, but good board may be obtained at private houses.

Daytona is located seven miles south of New Britain, on the Halifax river, and eight miles north of Mosquito Inlet. Palms, oaks, mulberry, hickory, and

other forest trees line the river at this point, giving the place a romantic and picturesque beauty. The river here is three-fourths of a mile wide. The shell road of the peninsula opposite, is known as Silver beach. There are about three hundred inhabitants. Daytona possesses a good hotel, and boarding houses, store, post office, and other facilities.

Port Orange is located two and one-half miles south of Daytona and eight miles north of Mosquito Inlet, on the west bank of the Halifax river. It possesses hotel, store, school, church, town hall, and post office facilities. Nearly all the residents have fine orange groves.

Allandale is about one mile south of Port Orange, situated on the west bank. Midway between Spruce Creek and Allendale is

Halifax City, located upon the main land. This is a thriving place only three miles from Mosquito Inlet. Passing three miles south of the Inlet we come to

New Smyrna, located upon the west bank of the Hillsborough river, which is about thirty-five miles long. South of the inlet for twelve miles the river is dotted over with numerous small islands, and divided by many crooked channels. This body of water is entirely salt and tidal. It is about twenty miles from Enterprise and about sixty-three miles south of St. Augustine. In 1767 Andrew Turnbull arrived at the coast with his colony of 1,500 Minorcans, and in

consideration of his wife being a native of Smyrna, Asia, he gave the same name to this settlement. Large crops of indigo were cultivated, which proved quite profitable. At that time the Florida indigo commanded the highest price of any sold in the English market. In 1772 there were 40,000 pounds exported. The colonists remained until 1776; not being treated according to contract, they left the settlement and located at St. Augustine. The dense hammocks for miles around show how vast the plantations were, time not having destroyed the long rows, turnpikes or old canals. The present population of New Smyrna is about 200. There is a very good hotel at this point, also post office, store and other facilities. During the winter stages connect Enterprise with New Smyrna. Small sailing vessels ply between this point and Jacksonville, stopping frequently at St. Augustine *en route*.

Turtle Mound is eight and one-half miles south of New Smyrna, on the east bank of the Hillsborough river. This is a silent relic of an unknown age and extinct people.

Oak Hill is about three miles to the south on the west bank.

Castle Windy is four miles farther to the south on the same side of the river. From this point it is about six miles to the Haulover canal which gives entrance to the Indian River. This canal is five hundred yards long and ten feet wide. The current

has worn and washed out the sides of the coquina passage, allowing it to fill in to a certain extent and lessening the depth of the canal and obstructing the passage. Boats drawing from twelve to fifteen inches may pass through without difficulty. The strange umbrella tree marks its south passage. Having passed through the canal, entrance is made into Indian River, which is about ninety miles long, terminating at Indian River Inlet. St. Lucies Sound commences here and terminates at Gilberts Bar. Due west of the canal, about five miles across the bay is the new settlement of

Aurantia.—This section was selected by a well-known seed establishment of New York city for the purpose of growing seed, plants, and other horticultural productions for sale among farmers and others. We are not positive whether this venture proved a success or not.

Titusville is about seven and one-half miles south of Aurantia. It was formerly called Sand Point. The town is located on the west bank of the river and possesses about 250 inhabitants, two hotels, store, post office, and other facilities. Titusville is seven miles from Salt Lake on the St. Johns river. The "St. Johns and Indian River Railroad" connects the St. Johns with Titusville and all points in this section.

A sail of about five miles to the east and Banana river is reached; this river separates Merritt's Island.

City Point is located about sixteen miles south of Titusville on the main land. It contains some twenty-five families scattered along the bank of the river. Board to be obtained at private houses.

Georgiana is a settlement located five miles south of City Point. Considerable attention is being paid to the culture of the pine-apple, with successful results. It is also located on the main land.

Eau Gallie is ten and one-half miles south of Georgiana, on the west bank. The hunting and fishing in this section is excellent. The State Agricultural College is here located. This point is due east some five miles from Lake Washington which is the highest point ever reached by steamboat on the Upper St. Johns river. It is proposed to cut a canal from this lake to the point in subject. Opposite Eau Gallie are very fine hunting and camping quarters. Twenty miles south of this point is the St. Sebastian river with its high bluffs.

Fort Capron is twenty-five miles south of the above point, as is also Indian River Inlet and Fort Pierce. This section is overrun with game and extends superior opportunities for the enterprising fisherman.

Twenty-five miles sail on St. Lucie Sound and the St. Lucie river is reached. A sail of about four miles brings you to Gilberts Bar. A sail of nearly fifteen miles brings the tourist to the terminus of this great ocean estuary, and styled Jupiter Inlet.

Lake Worth is reached after crossing over about six miles of land. This lake is about nineteen miles in length and is considered good hunting grounds, though the country is barren and uninviting.

Miami, the County Seat of Dade County is located on Biscayne Bay and the Miami river. It is about eighty miles south of Jupiter Inlet, and is an enterprising settlement of 200 families and gradually growing. There is a small schooner plying between this port and Key West, every other week.

Biscayne Bay is a fine bay for vessels drawing not over ten feet of water, and can be entered with safety at all times. Thousands of dollars worth of sponges are annually shipped from this section.

GAINESVILLE.

This is a thriving town of about 2,800 inhabitants. It is located on the line of the Atlantic, Gulf and West India Transit Co. It is the County Seat of Alachua County. Its locality is considered healthful. It enjoys a large cotton trade. It possesses good society, Baptist, Presbyterian and Methodist churches, Odd Fellows and Masonic lodges, excellent schools, post office, telegraphic and other facilities, newspaper publications, and superior hotel accommodations. This place, owing to its favorable situation, is extensively patronized by invalids and consumptives.

TALLAHASSEE

is the capital of the State and the County Seat of Leon

County. It has about 2,000 inhabitants. It is situated on the J., P. & M. Railroad and is about 165 miles from Jacksonville. It boasts of telegraphic, post office money order, church, hotel, and many other facilities. Here are to be seen many handsome residences occupied by the elite and intelligent. Two weekly papers are published here. A railroad connects the town with St. Marks, on the Gulf coast.

Lake City is the County Seat of Columbia County. It is pleasantly situated on the line of the J., P. & M. R. R, about 71 miles from Jacksonville. Its present population is about 2,300 inhabitants. It derived its name from the many lakes in its vicinity. Good hotels and boarding facilities. The town proper is situated a short distance back of the railroad station.

FERNANDINA.

County Seat of Nassau County. It is situated on Amelia Island on an elevation which is noted for healthfulness. It possesses one of the finest harbors on the Southern Coast. The streets are broad and well shaded. The town has nearly 3,000 inhabitants. It is the terminus of the Atlantic, Gulf and West India Transit Railroad, and does a thriving trade. Many saw mills are located here and give employment to many hands the year round. It possesses excellent hotel and boarding accommodation, post office, telegraphic, school, church and other facilities. There are several places of interest worth a visit from the

tourist. Dungeness, the home of Gen. Nathaniel Greene, and the last resting place of Harry Lee, of "Light H rse" fame, is accessible to visitors. There is a fine shell road of about two miles in length leading to the hard ocean beach, which beach affords a fine hard road drive of nearly twenty miles. Located upon the north point of Amelia Island and still uncompleted is Fort Clinch. Fernandina is accessible by rail and water. The harbor is so capacious, that during the war of 1812 over three hundred square-rigged vessels were anchored in its waters at one time. Vessels drawing twenty feet can cross its bar at high tide. The old original town of Fernandina, located a short distance from the present enterprising settlement, was built in 1632 by the Spaniards.

JACKSONVILLE.

The county seat of Duval County; the commercial metropolis of Florida, and the largest and most enterprising city on the Atlantic coast, 261 miles from Savannah. The city is situated inland on the St. Johns River, about twenty-five miles from the bar. It was laid out as a town in 1822, its first building being of pine logs thatched with cypress bark. It is named in honor of General Andrew Jackson. The streets are regularly laid out and fi e shade trees greatly add to their beauty. Bay street is the commercial thoroughfare and contains many fine structures which add much to the importance and facilitating of its extensive

commerce. It does an enormous business in the cutting and shipping of lumber. The many mills are kept in constant operation the year round. Frequently the river is dotted with home and foreign vessels awaiting their turn to be supplied. Jacksonville possesses twelve churches of the different denominations, circulating library, Masonic and other lodges. A fire department, newspaper publications, public halls, post office money order, telegraphic and many other facilities which find favor among tourists and others. Not the least is its banking facilities. Its hotels are unsurpassed in the Southern States. Leading out of the city are fine drives which lead to the several points of interest worthy of visit. All the streets are wide and spacious, and are laid out at right angles. Steamers for all points on the St. Johns river depart here, the larger ones terminating at Palatka, whilst others ply direct to special points on the Ocklawaha, and upper and lower St. Johns. The principal steamers leave in the morning upon the arrival of the train from Savannah. During the season ample amusement is afforded to the guests of the several hotels. In the near vicinity are the following comparatively new settlements: East Jacksonville, Brooklyn, Springfield, etc., while across the river are Riverside, Arlington, St. Nicholas, South Shore, Alexandria, etc., etc.

CEDAR KEYS.

The terminus of the Atlantic, Gulf and West India

Transit Railroad, is 126 miles from Jacksonville. Its population is about 700. A regular line of steamers depart every week for New Orleans and Havana, also a semi-weekly line for Tampa, Charlotte Harbor, Manatee, Key West, etc. Cedar Keys is situated on a fine bay, which affords excellent facilities for bathing, boating and fishing. It possesses good hotel accommodations.

TAMPA.

Tampa is a neat town possessing about 500 inhabitants and commands an extensive back country trade. A line of stages connects tri-weekly with Gainesville; also a line of schooners afford direct communication with New Orleans. A short distance from the town are earthworks built by the Indians during the Seminole war. Originally, it may have been the site of a fort erected during the Spanish era. The present dilapidated fort and barracks are located upon a hill which gradually ascends back of the town and forms a bluff which overlooks and commands the bay. One of the finest live oak groves in the South is located here. Tampa Bay offers a fine harbor for the largest vessels. The Bay is about thirty-five miles long. Toward the interior it divides into two braches, called Little Tampa Bay and Hillsborough Bay. This sheet of water is dotted over with innumerable islands. Its waters contain enormous quantities of fish and turtle. The surrounding country is well stocked with game.

CHARLOTTE HARBOR.

This is a body of water nearly fifteen miles wide and about thirty miles long. The harbor and surrounding water connections offer superior inducements to the fisherman; whilst the country about is one of the finest in the state for hunting deer and other game. It is reached by steamer from Cedar Keys; also sailing vessels ply between it and Tampa. Upon an island in this harbor there is a chain, or succession of Indian mounds, systematically walled up with conch shells. Relics of old ramrods, ancient brass gun mountings, Indian arrow-heads, beads and pottery, also a small silver bell of a rich, delicate tone, were dug from one of these mounds.

PUNTA RASSA.

Punta Rassa is thirty-five miles from Fort Myers, on the Caloosahatchee river. A regular line of steamers, which ply between Cedar Keys and Key West, stop here twice a week and load with live stock. The United States Government have a signal station at this point. Water fowl and good fishing may be had here.

INDIANS IN FLORIDA.

Of the once powerful tribe of Seminoles there are but about six hundred remaining. This remnant is encamped on an island in the impenetrable Everglades. They are peaceful and law-abiding. Their villages

are laid out in broad streets and their houses are thatched with the palmetto. Tustanooga is the present chief of this remnant of Seminoles. They still retain their negro slaves. In their occasional business transaction with the natives they receive their usual payment of bad whisky in exchange for their skins, furs, etc. During the Seminole war the Indians, as a last resort, took refuge in the Everglades, and so peculiarly adapted were the hidden islands for their concealment that it was with the utmost difficulty that they were dislodged.

KEY WEST.

Key West is situated upon an island of the same name, in Monroe County, which is seven miles long and one and one-half miles wide. This city was incorporated in 1829, and laid off into lots in the same year. Its population is about 6,000, a large number being Cuban refugees engaged in the manufacture of cigars. The city boasts five churches, and the usual public buildings. It supports two newspaper publications. Constant communication is had with New York, New Orleans, Havana, Galveston and Cedar Keys. It also has good hotel accommodation. The climate is mild and agreeable. Telegraphic and numerous other facilities, etc.

ST. AUGUSTINE.

This city, the oldest in the United States, is situated in a direct line about thirty-five miles south of Jacksonville, and fifteen miles east of the St. Johns river. It possesses more points of attraction and interest than any other locality in the State. Topographically it is somewhat similar to New York, or Manhattan Island; being bounded on the north by the main land and on the east by the North river, the harbor entrance and the Matanzas river, with Anastasia Island forming the breakwater, and on the south and west by the St. Sebastian river.

The city is built upon the precise point formerly occupied by Menendez, who gave the name of St. Augustine to the town, as he chanced to arrive on the coast on the day dedicated to that saint; its previous name being Selooe or Seloy. On the arrival of the Spanish there were found habitations of considerable size.

The present population (census of 1880,) is about 2,300. In addition to the Catholic Cathedral, the city possesses four churches; Presbyterian, Episcopalian, Methodist (col.) and Baptist (col.); a good Peabody fund school, telegraphic, express and post office order facilities, unsurpassed hotel accommodations, public library, etc. Two newspapers, the *Florida Press*, published by J. F. Whitney, and possessing one of the finest newspaper and job offices to be found in the State. Prominent visitors from every section have passed many hours in entertaining and instructive ar-

gument in the spacious sanctum of the "*Press*;" also the *St. John's Weekly*, by M. R. Cooper.

On the arrival of the visitor from Tocoi, the first object to attract the attention is the long and narrow causeway which leads to the centre of the city.

Leaving the causeway, the visitor enters beneath the archway of the oak, and Pride of India trees, with the Spanish moss hanging in skeins from the branches. Emerging from the archway, the tourist arrives in front of the "Plaza de la Constitucion," and is then in the centre of the oldest and most antique city in the United States.

THE STREETS. Four principal streets extend nearly the length of the town. The first one passed on entering is Tolamato, upon which is located the Catholic Cemetery. The second, St. George Street, is termed the Fifth Avenue. The third, Charlotte, is nearly a mile in length, and from twelve to fifteen feet wide. All of these streets are quite narrow. The cross streets are still narrower. The fourth is Bay Street, and commands a fine view of St. Augustine Bay, Anastasia Island and the Ocean.

The streets were formerly floored with shell concrete, portions of which can still be observed above the shifting sand; in early times heavy vehicles were not allowed to travel upon the same. There are many modern style residences, with elegant grounds, in and about the city, which are well worth a visit.

King's road, which leads from the City gate to Jack-

sonville, was constructed in 1765 by subscription.

All the old Spanish residences are constructed of coquina stone, a conglomeration of small shell quarried on Anastasia Island. It is covered with stucco and whitewashed. Many of the houses have balconies along their second stories which overhang the narrow street. The old-time Spanish houses were flat-roofed.

CITY GATE. It stands at the north end of the city, at the head of St. George Street. It is the only relic of a town wall supposed to have surrounded the city. It is a picturesque and imposing structure. The ornamented lofty towers, the loopholes and sentry boxes are well preserved, and one can readily expend a few moments in examining this antique object of attraction.

TOWN WALL. Whether this wall was composed of the same material as the old fort or was merely a rough stockade of pine logs, is a matter of conjecture. If a stone wall ever existed it probably now forms a part of some of the old structures in the city. However, this wall or stockade is supposed to have been built some two hundred years ago. The north end portion of this wall was situated on the south bank of the ditch, and extended west to the St. Sebastian river, where it ended in a bastion, of which at present time, with the exception of the sand elevation, no trace remains.

The ditch, at the present day, is quite visible

at one time it connected the moat-water around the fort with the St. Sebastian river, but during the late war all evidence of this connection was destroyed by the construction of the northwest fort embankment.

In 1871, there existed on the corner of Tolamato and King Streets, a lunette constructed of coquina stone, from twelve to fifteen feet high, and though it was to visitors an object of attraction nearly equal to that of the city gate, it was removed for personal benefit and chronicled as a city improvement.

CLIMATE. It is a mistaken idea on the part of a large number of invalids that the sea-air at St. Augustine is not conducive to their particular disease. The sea air at St. Augustine, is, on the contrary, most desirable and beneficial. Coming as it does from the South Atlantic Ocean, and tempered by the inflow of the Gulf Stream, it is devoid of that cold, piercing chilliness which is experienced on the coast in higher latitudes. The tendency of the sea air at St. Augustine is strengthening, bracing and invigorating. For bronchial afflictions, weak lungs, catarrh, asthma, and general debility the salt which impregnates the mild yet exhilerating air of St. Augustine proves a valuable medicinal advantage. Throughout the year the thermometer very rarely falls below 30 degrees, or rises above 90 degrees. According to the old Spanish records kept at St. Augustine for over one hundred years, the temperature averaged a little above 70 de-

It also proves that this locality is warmer in

Winter and cooler in Summer than Jacksonville. A majority of the old works on Florida also testify to this fact.

THE SEA WALL. This wall is nearly one mile in length; connecting with the water battery of the fort, it extends south below the U. S. Government Barracks. The original wall was built by the Spaniards in 1690, and extended that year to the Plaza, and subsequently extended the length of the town. The present sea wall and fort water battery were constructed in 1837 to 1843, at an expense to the U. S. Government of one hundred thousand dollars. Both are built of coquina stone taken from the island opposite the city. On the sea wall is a coping of granite four feet wide which affords a delightful promenade—especially on moonlight evenings, and the stillness of the night being broken by the roar of the ocean surf, adds greatly to the romance.

ORANGE GROVES, GARDENS, ETC. St. Augustine possesses numerous fine orange groves and gardens, and also boasts of many handsome Winter residences—in fact no other locality in Florida can present a larger or finer array of Winter residences than the Ancient City. In the gardens are found the banana, fig, date, Japan plum, pomegranate, etc. On St. George Street, near the city gate, there is a rose tree, the trunk of which is about three inches in diameter. It is an object of considerable attraction.

THE CATHOLIC CATHEDRAL. This is the

largest and oldest house of worship in the city; it was built in 1793 at a cost of over $16,000. Its quaint Moorish belfry, with four bells, which are set within separate niches, together with the clock, forms a complete cross. The peculiar chimes which these old relics of bells give forth, the odd surroundings of the belfry, including the interior of the church, render it one of the objects of interest in the Ancient City. Upon one of the bells appears the following:

SANCTE JOSEPH ORA-PRO NOBIS

ANO-D 1682 GEIO FRNCO

This bell was probably taken from the ruins of a previous church located on the west side of St. George Street. There exist outside of the city gate the ruins of an old chapel in which several priests were killed by the Indians; after which it was sacked and burned. It was called "Nuestra Senora De La Leche," "Our Lady of the Milk." Its erection was the result of a superstition of the Spaniards borrowed from the ancient Romans.

GOVERNOR'S PALACE. The residence of the old-time Spanish Governor is located on the corner of St. George and King Streets. Under the skill of modern workmanship it has lost its quain appearance. It serves as postoffice, public library, and Peabody school.

CEMETERIES. The Military Burying Ground is located just south of the Barracks. Under three Pyramids are the ashes of Major Dade and 107 of his men, who were massacred at Fort Dade by Osceola and his band. The Catholic Cemetery is located on the north end of Tolomato Street. The Huguenot Cemetery is located outside of the city gate, and just north of the Catholic Cemetery.

THE BARRACKS. This building was once used and designated as the St. Francis Convent. It has undergone extensive modifications and repairs; the building is located at the south end of the town near the terminus of the sea wall, and used at present by the United States troops.

THE PLAZA. The "Plaza de la Constitucion" is situated in the centre of the town. It is surrounded by a fence, with seats arranged for the convenience of visitors. During the early part of the Revolution, the effigies of John Hancock and Samuel Adams were burned here by the British troops. Nearly in the centre of the square stands the monument, nearly twenty feet high, erected in 1812, in commemoration of the Spanish liberal Constitution. A short time after it had been erected, the government gave orders that it should be torn down. The citizens of St Augustine, upon hearing of this order, quietly removed and concealed the inscribed marble tablets. The monument remained undisturbed. In 1818 the tablets were quietly replaced. Of the monuments erected in commemoration of the

constitution this is the only one now standing. Upon the east side of this monument appears, in Spanish, the following, of which we give a translation.

Plaza de la
Constitucion.

Promulgada en esta Ciudad de San Agustin de la Florida Oriental en 17 *de Octubre de* 1812 *siendo Gobernador el Brigadier Don Sebastian Kindalem Cuba Hero del Order de Santiago Peira eterna memoria. El Ayuntamiento Constitucional Erigioeste Obelisco dirigido por Don Fernando de la Plaza Arredondo el Joven Regidor De cano y Don Francisco Robira Procurador Sindico. Año de* 1813

TRANSLATION.

Plaza of the Constitution, promulgated in the city of St Augustine, East Florida, on the 17th day October, the year 1812. Being then Governor the Brigadier Don Sebastian Kindalem, Knight of the order of San Diego. For eternal remembrance, the Constitutional City Council erected this monument under the supervision of Don Fernando de la Maza Arredondo, the young municipal officer, oldest member of the corporation, and Don Francisco Robira, Attorney and Recorder.

CONFEDERATE MONUMENT. This monument was erected in 1872 in honor of the Confederate dead. It was located on St George Street near the corner of Bridge Street. During last summer (1880) it was removed to the Plaza and placed just east of the monument erected by the citizens of St. Augustine in 1812. It is constructed of coquina, and consists of a broken shaft on a pedestal. On an inserted white marble slab is the following: "Erected by the Ladies Memorial Association of St. Augustine, Fla., A. D., 1872."

COLORED HOME is located on the corner of King and Bronson streets, and close to the Maria Sanchez Creek. It is a large two and one-half story building with mansard roof, and has broad piazzas. The Colored Home was endowed by Buckingham Smith and built by the late Dr. Isaac H. Bronson.

FORT MARION. It stands at the northeast end of the town and commands the inlet from the sea. It is built of coquina stone, which was taken from Anastasia Island. It is probably the best preserved specimen in the world of the military architecture of its time. It is the oldest fortification in the United States. It was commenced in 1696, and through the labor of the conscript Indians, was completed in 1756. Its first name was "San Juan de Pinos," afterward changed to "San Marco," and upon the change of flags, in 1821, it was given its present name. It occupies an acre of ground, and has accommodations for one

thousand men and one hundred guns. The Indians were compelled to do the labor of building for over sixty years. Over the entrance to the fort is the Spanish coat-of-arms, surmounted by a globe and cross, while suspended beneath is the figure of a lamb. Around the fort square are entrances into its damp and dismal rooms. The dungeons wherein the skeletons were discovered are located at the northeast extremity of the fort. On the north side of the fort, leading from the interior square, is the Catholic Chapel; the altar and holy water niches are well preserved. It was in here that all prisoners doomed to death were taken and offered up a last supplication; thence taken to the north wall of the northeast bastion and shot to death. The fort walls and three of the watch towers remain intact, but the guns are dismounted and the moat is dry. The fort is twenty-one feet high, terminating in four bastioned angles at the corners, each of which is surmounted with sentry-boxes and lookout-towers.

At the time of the attack by Gen. Oglethorpe, the fort contained fifty pieces of cannon, ranging from twelve to forty-eight pounds calibre. The moat was forty feet wide and about ten feet deep.

Fort Marion is a castle built after the plan of those of the middle ages of Europe. There is the moat, which was flooded from the St. Sebastian. There are the inner and outer barriers, the barbican, the drawbridge, portcullis, wicket, and all the appliances of

such fortifications. The inscription over the fort entrance is as follows:

REYNANDO EN ESPANA EL SEN^{N} DON FERNANDO SEXTO Y SIENDO GOV^{R} Y CAP^{N} DE ES^{A} C^{D} SA^{N} AUG^{N} DE LA FLORIDA Y SUS PROV^{A} EL MARISCAL DE CAMPO D^{N} ALONSO FERN^{DO} HERADA ASI CONCLUIO ESTE CASTILLO EL AN OD 1756 DRIENDO LAS OBRAS EL CAP. ING^{RO} DN PEDRO DE BROZAS Y GARAY.

TRANSLATION:

Don Ferdinand the VI, being King of Spain, and the Field Marshal Don Alonzo Fernando Hereda being Governor and Captain General of this place, St. Augustine of Florida. and its province. This Fort was finished in the year 1756. *The works were directed by the Captain Engineer. Don Pedro de Brozas y Garay.*

In 1836 the terre-plein of the northeast bastion fell in revealing a dark and dismal dungeon. We have heard from the lips of a reliable person, still a resident of St. Augustine, and who was present at the time of the above accident to the fort, of the following facts: "I stood upon the edge and looked down into this dungeon and there saw the complete skeleton of a human being, lying at full length, apparently on its back; the arms were extended from the body and the skeleton fingers were wide open; there appeared to be a gold ring upon one of the fingers. Encircling the wrists

were iron bands, attached to which were chains fastened to a hasp in the coquina wall, near the entrance to the dungeon."

The military engineer having charge of the repairs of the fort and sea-wall, descended into this dungeon, when his curiosity was excited by the discovery, to the northeast, of a broad stone, differing greatly in dimensions and appearance from those of which the wall was built. He noticed, moreover, that the cement which held this stone in its place differed in composition and appeared to be more recent. On the removal of this stone, the present dark and dismal dungeon was disclosed. On entering with lights there were found at the west end, two iron cages suspended from hasps in the wall. One of the cages had partially fallen down from rust and decay, and human bones lay scattered on the floor. The other remained in its position, holding a pile of human bones. The latter cage and contents may be seen in the Smithsonian Institute at Washington.

This stone was removed by the assistance of Mr. John Capo (now deceased), an honest old harbor pilot and mason; we have his statement, made personally to us, confirming the finding of the two cages containing the skeletons, as presented in this sketch.

From a lecture delivered at the fort by J. Hume Simons, M. D., and afterward published in the *Florida Press*, we quote:

"The broken cage with all the bones, except those

which I hold in my hand, were buried in the sand mound to the north of the fort. I recognize these as portions of the tibia and fibula (or leg bones) of a female."

During the Seminole war, Osceola and Coacoochee (or Wild Cat) were captured and confined in the southwest angle of the fort. Osceola was afterward removed to Castle Pinckney, Charleston, where he died broken-hearted.

In 1586 this structure was called Fort St. John; this was the period when Sir Francis Drake made his attack on the town. At this time the fort was a wooden entrenchment, enlarged by palisades of pine trees. The platforms were made by placing pine logs horizontally across each other, and earth forced in to fill narrow vacancies. When Drake approached the fort it was deserted by the Spaniards; he found fourteen brass pieces mounted on the platforms, also a stout wooden, iron-bound chest, containing some £2.000, which was intended for the payment of the 150 men who garrisoned it. The town at this period was built of wood, about one-half of which was burned by Drake. In 1665, when Captain Davis, the English buccaneer, plundered the town the fort was constructed of wood, and octagonal in shape. In 1702 the name of the fort appears to have been changed to St. Marks.

In 1755 Don Alonzo Fernandez Hereda was appointed commandant, and in the following year (1756) the fort was finally completed. History represents

that on the arrival of Pedro Menendez, in 1565, he immediately constructed a wooden fort, no doubt on the site of the present structure.

CONVENTS, ETC. The old St. Mary's Convent is quite an interesting building. It is located on St. George Street, just west of the Cathedral and north of the old Sanish Governor's residence. In the rear of St. Mary's Convent is a more recent building, designated as the Bishop's residence. The old Convent of the Sisters of St. Joseph is located on Charlotte Street, north of the Barracks. The new Convent of the Sisters of St. Joseph is a fine coquina building located on St. George Street, south of the Plaza.

RAVENSWOOD. The visitor having left the depot, passes over the causeway and bridge which lead to St. Augustine.

From the bridge looking north, on the left, will be observed the recently erected dwelling of John F. Whitney, Esq., the proprietor of the new projected settlement of Ravenswood. This is the pioneer residence located upon this tract of over one thousand acres. From its close proximity to St. Augustine, and its sloping, dry and healthful position, it promises soon to become a favorite location for northerners desirous of building-sites and orange groves in the immediate neighborhood of the Ancient City. The prices and terms of sale may be obtained from him at the office of the *Florida Press*, or at the Magnolia Hotel.

YACHTING, POINTS TO VISIT, ETC. No lo-

cality in the State affords finer opportunities for yachting than the St. Augustine bay. Numerous yachts convey parties to the points of interest. We would suggest a trip to the North Beach—called during the time of Menendez, Point Quartell. This beach is one of the finest on the coast and affords an excellent view of the Atlantic Ocean. A trip to the sand hills where General Oglethorpe planted his guns and laid siege to Fort Marion; the South Beach; a visit to Fish's Island; a sail up the North River; a visit to the old and new lighthouses on Anastasia Island. The old lighthouse was built by the Spaniards in 1760. In 1874 the new lighthouse was erected; it is 165 feet high from low water mark, and is considered one of the finest lights on the coast. The climbing up of 225 steps by the visitor is amply repaid by the superb view from the top. The coquina quarries are located but a short distance from the lighthouses.

A trip to Matanzas is a pleasant one, where exist the ruins of a fortress or look-out tower, supposed to be of more remote origin than any structure in the Ancient City, probably excepting Fort Marion.

The St. Augustine Yacht Club quarters are located just east of the Plaza, adjoining the wharf. It consists of a spacious room overlooking the entire bay. It possesses every convenience and comfort requisite in quarters of this description.

St. Augustine is a favorite resort for members of the several yacht clubs of the North, and during the Win-

ter, under the auspices of the "St. Augustine Yacht Club," yacht racing and other sports are indulged in.

ANASTASIA ISLAND. This island acts as a breakwater and forms the harbor of St. Augustine. It is about eighteen miles in length and has an average width of about half a mile. Large deposits of coquina exist nearly the entire length of the island. Several points of interest, worthy a visity, are located upon it. Sir Francis Drake in 1586, anchored his fleet just inside the bar and disembarked at the extreme north point of the island and subsequently crossed the harbor and pillaged the town. General James Oglethorpe, when he visited this section in 1740, disembarked on the coast south of Bird Island and marched to the point opposite Fort Marion. Here he threw up a sand battery, of which at the present day, a trace remains. He also mounted guns behind the sandhills, on Point Quartell, now called the North Beach, probably for the purpose of protecting his fleet, which was anchored in his rear. In 1760 there existed on the northeast point of the island a coquina battery, but the encroachment of the sea had destroyed it, and vessels now sail over the site.

ELEGANT WINTER RESIDENCES are to be met with in nearly every section of the city, and are worthy attention from visitors. Mr. Daniel Edgar has a fine coquina residence on Bay Street opposite the Bath House. South of the Plaza on Bay Street is the residence of Mr. Aspinwall, of New York. Just

south of this is the coquina residence of Miss Worth, daughter of General Worth, of Mexican war fame. Just east from Mr. Aspinwall's residence is the boat house of Commodore Douglass of the "St. Augustine Yacht Club." The residence of Mrs. Henry Ball is one of the finest in the State. It is located on Tolamato street, on the west of the town and fronts the west terminus of Treasury street. South of Mrs. Ball's residence is that of Dr. A. Anderson, which fronts on King street, west of the Maria Sanchez causeway. On the south side of the same street, immediately opposite Mr. Anderson, is the residence and elegant grounds of Ex-Senator Gilbert. On the corner of King and St. George streets is the residence of Dr. Bronson. In the garden are two large date trees. Opposite on St. George street is the residence of Mr. Holmes Ammidown; his garden is not duplicated in the city; every plant, shrub and tree is an exotic and are very rare. On St. George street, near the corner of Bridge street, is the handsome grounds and fine residence of Mr. John P. Howard of New York. On the northeast corner of St. George and Bridge streets is the residence of Mr. A. J. Alexander, of Kentucky. On the south-west corner of the same street is the winter residence of Mr. Robert Bronson. Farther south on St. George street is the handsomely laid out grounds and residence of Mr. John L. Wilson. Outside of the City Gates on the west side of the shell road is the fine residence of Mr. H.

P. Kingsland, of New York. On St. George street just north of Hipolita street is the residence formerly owned by Mr. Stone, and recently purchased by Mr. Lorillard, of New York, who has made alterations during the past summer and, we understand, is to be a club house. In addition to the foregoing there are numerous cottages scattered about the city. New winter residences are continually being erected, and as the many advantages of this locality as a winter resort are becoming known among a certain class, their appreciation is manifested in the erection of handsome mansions. From the small number of visitors, about 200, who visited this place in 1870, the visitation has annually increased until at the present day it numerates into the thousands.

Rapid Improvements.—No locality in the State has improved with such rapid strides as St. Augustine, the Newport of Florida. Comparatively but few years ago it was a difficult matter for invalids and others to obtain, even at the leading stores, such articles as they were accustomed to purchase at the North. To-day the city possesses physicians of the highest order, and the business establishments contain all the minor articles as presented in northern cities, and invalids and others may now procure most anything desired—even to Möller's Norweigian Cod Liver Oil.

OLD POINT COMFORT, VA.

A popular watering place at all seasons of the year, being as attractive in winter as in summer, owing to its mild, equable climate and charming surroundings. It is cool in summer, mild in winter, and balmy in the spring and fall, coupled with its wonderful freedom from malarial diseases, have long evidenced Old Point Comfort to be the Sanitarium of the Atlantic coast. Fever is unknown there; contagious or epidemic disease is a tradition; and for sufferers from pulmonary weakness the soft sea air is a tonic surpassing the most widely known medicine. It is situated within a hunyards of Fortress Monroe, at the entrance of Hampton Roads, about thirteen miles north of Norfolk; and may be reached from New York by the steamers of the Old Dominion Steamship Company; from Baltimore, by the Old Bay Line, and from Norfolk, Richmond or Washington, D. C., also by steamers. There is one excellent hotel, THE HYGEIA HOTEL, kept by Mr. Harrison Phoebus, its proprietor, in a manner equal to the best hotels of New York. The house being located on the beach, facing the ocean, near the steamboat landing, has every convenience for bathing, boating and fishing. From the fortunate location of the hotel, it secures all the advantages of a northern and southern market combined.

THE SANITARIUM OF THE ATLANTIC COAST IS

OLD POINT COMFORT, VIRGINIA,

———):o:(———

The site of the famous Artillery School, U. S. A., at Fort Monroe, and the scene of many historic incidents of the war.

———):o:(———

Situated in the true temperate zone of the United States, Old Point Comfort enjoys a climate which is free alike from the enfeebling cold of the Northern States and the enervating heat of the tropics. The range of temperature during the entire year is singularly small, and the average for the winter is slightly above 47°. Its absolute freedom from malarial diseases gives it peculiar merit as a health resort. In the experience of physicians of over forty years' residence in the vicinity not a single case of fever has originated upon the "Point," and imported epidemic diseases have invariably failed to spread.

THE HYGEIA HOTEL,

Situated at the head of the Government wharf, within 100 yards of Fort Monroe, and fronting directly upon the broad expanse of Hampton Roads, is a well constructed building of four stories, with accommodations for about seven hundred guests. The interior is fitted up in comfortable style, with tasteful furniture, gas, electric bells, grates, fires, stoves or steam radiators in every room, and hot, cold and sea baths on every floor. During the winter season over 6,000 feet of the spacious verandas, of which there are over 21,000 square feet, encircling the house on all sides, are encased in glass, enabling the most delicate invalid to enjoy the fine water view and sunshine without risking the slightest exposure. The fare is strictly first class, and the Hotel has the best system of drainage of any hotel or public building in the U. S. The neighborhood abounds in places of interest, which can be visited by water or by land.

The central position of Old Point Comfort renders it peculiarly easy of access. From New York passengers may leave *via* Pennsylvania Road, daily at 4 P. M., or the Old Dominion Line of outside steamers, tri-weekly; from Philadelphia by the P. W. & B. Road; and daily, 6 P. M., from Baltimore, by the steamers of the Baltimore Steam Packet Co., leaving nightly; or coming north from Florida, take the Bay Line route. Steamers from and to Norfolk and Portsmouth land at the Government wharf almost hourly, and the offices of different telegraph companies are situated in, and adjacent to, the hotel.

A pamphlet descriptive of the Point and its surroundings will be sent free to any address; and information of any kind by letter may be obtained on application to

HARRISON PHŒBUS, PROP.

OLD POINT COMFORT, VA.

HOTELS IN FLORIDA.

St. Augustine.

ST. AUGUSTINE HOTEL E. E. Vaill; $4 per day; $15 to $25 per week, for the season.

MAGNOLIA HOTEL, W. W. Palmer; $4.

Florida House, J. H. Remer; $–.

BOARDING HOUSES.

Sunny Side, T. F. House; $10 to $15 per week.

Marion House, Mrs. Collins; $10 to $15 per week.

Hernandez House, Mrs. J. V. Hernandez, $10 to $15 per week.

Matanzas.

Matanzas Hotel, J. W. Allen; $2.50 per day.

Moultrie.

Moultrie House; $2.50.

Daytona.

Palmetto House, M. Hoag; $2.50. $12 to $15 per week.

Pleasant View House, E. N. Waldron; $1 per day. $7 per week.

Orange House, Mrs. A. A. Wheedon; $1.50. $10 per week.

New Britain.

J. A. Bostrom House; $1.50. $10 per week.

New Smyrna.

Ocean House, E. K. Lowd; $2.50 per day.

Halifax River.

Gesner House, Isaac Gesner; $3 per day.

Port Orange.

Port Orange Hotel, L. G. Stringfellow; $2 per day. $10 per week.

Titusville.

Titus House, H. T. Titus; $3 per day.

Indian River House, Capt. Knowles.

Jacksonville.

St. James Hotel, J. R. Campbell; $4.

Carleton House, Stimpson, Devnell & Davis; $3.

Metropolitan Hotel, C. H. Edwards; $2 to $2.50.

Moncrief House, Mrs. Buffington; $1.00 to $2.00.

Grand National, W. M. Mays & Co.; $2.

Duval House, Bolly Lewis; $4.

St. Johns House, Mrs. E. Hudnall; $1.50 to $2.

Windsor House, F. H. Orvis; $4.

Including numerous boarding houses.

Fernandina.

EGMONT HOTEL, Goodsell Bros.; $3 to $4 per day.

Mansion House; $3.50.

Riddell House, S. T. Riddell; $3.50.

Fort George Island.

Fort George Hotel, D. W. Ranlet; $3.

Arlington.

Arlington House, Capt. William Vermilya; $2 to $2.50.

Orange Park.

Park View House; W. G. Benedict; $2.

Mandarin.

W. S. Simmons, Private Board.

Hibernia.

Mrs. Fleming; $2 per day. $12 per week.

Green Cove Spring.

Clarendon Hotel, Harris & Applegate; $4.

ST. CLAIR HOTEL, A. L. Mellen, $3 and $4.

Palatka.

Putnam House, F. H. Orvis; $4.

Larkin House, Larkin & Allen; $3.

St. Johns Hotel, P. & H. Petermann; $2, $2.50.

San Mateo.

Riverdale House, James M. A. Miller; $2.50. $10 to $15 per week.

On Drayton Island.

Drayton Island Hotel; $2.50

Sanford.

Lake Monroe House; $1.75. $10 per week.

Mellonville.

Mellonville Hotel, E. S. White; $3.

Orange Hotel, Mrs. Marks; $3.

Enterprise.

Brock House; $2.50 to $3.

Fort Reid.

Onoro House; $2.50.

Orlando.

Lake House, C. H. Munger; $1.50.

Silver Spring.

——— Hotel, by — McRae.

Leesburg.

Herndon House, by C. P. Herndon; $2.

Boarding by James I. Gibbons.

Pendryville.

Ocklawaha House, A. S. Pendry; $3.

Wekiva River.

Gulf Hammock House, Mrs. C. B. Wingate, Otter Creek, Levy Creek, $2.50.

Apopka City.

Apopka House, E. C. Morgan; $1.00.

Ocala.

Ocala House, E. J. Harris; $2.50

Waldo.

Waldo House; $2. $10 to $12 per week.

Gainesville.

Arlington House, J. B. Wistar; $3.

Oak Hall House; $2.50.

Pennsylvania House, J. J. Lucas; $1.50 to $2.

Oliver House, Mrs. P. M. Oliver; $1 to $1.50.

Tallahassee.

City Hotel, William P. Slusser,; $3.

Cedar Keys.

Island House, R. H. McIlvane; $3.

Suwanee House, L. Y. Jenness; $3.

Tampa.

Orange Grove Hotel, H. L. Crane, $2.50. $10 per week.

Tampa Hotel, D. I. Craft; 2.

HOTELS EN ROUTE.

Richmond, Va.

Ford's Hotel, A. J. Ford; $2 to $2.50.

Exchange and Ballard Hotel, J. L. Carrington; $2, $2.50 and $3.

St. James Hotel, T. W. Hoenniger; $2.50.

St. Charles Hotel, W. N. Bragg & Co; $1.50 to $2.

Petersburg, Va.

City Hotel, A. S. Plummer; $3.

Old Point Comfort.

HYGEIA HOTEL, H. Phoebus; $3.50 per day.

Norfolk, Va.

Atlantic Hotel, R. S. Dodson; $2.50 to $3.

Purcell House, J. R. Davis; $3.

Portsmouth, Va.

Crawford House, George C. Bourdett; $3.

American House, Mrs. C. Y. Diggs & Son; $2.

Goldsboro', N. C.

Gregory House, H. T. Bain; $2.

Weldon, N. C.

Davis House, J. R. Davis; $2 to $2.50.

Wilmington, N. C.

Purcell House, Cobb Brothers; $3.

National Hotel; $3.

Danville, Va.

Arlington Hotel, Scoville & Selden; $2.50.

Greensboro', N. C.

McAdoo House, W. C. McAdoo; $1.50 to $2.

High Point, N. C.

Bellevue and Park Hotels, Bryant & Post; $2.00.

Charlotte, N. C.

Central Hotel, H. C. Eccles; $2.50.

Columbia, S. C.

Columbia House, R. N. Lowrance; $2 to $2.50.

Grand Central Hotel, John T. Willey; $2 to $3.

Aiken, S. C.

Highland Park Hotel, B. P. Chatfield; $4.

Augusta, Ga.

Planters' Hotel, B. Dub, $3.

Augusta Hotel, W. M. Moore, Proprietor; $2.

Atlanta, Ga.

Kimball House; $3.

Markham House, Huff & Brown; $3.

Macon, Ga.

Brown's National Hotel, E. E. Brown; $3.

Brown's Hotel, George T. Brown, $2.

Thomasville, Ga.

Mitchell House, John E. Bradford; $3 and $4 per day. $15 to $25 per week.

Gulf House, George W. Parnell; $2.

Charleston, S. C.

Charleston Hotel, E. H. Jackson; $2.50 to $4 per day.

Pavilion Hotel, Alford & Gaillard; $2 to $2.50.

Savannah, Ga.

Screven House, George W. Sergent, Proprietor; $2.50 to $3 per day.

Pulaski House, Goodsell Bros.; $2.50 to $4.00.

Marshall House, John Bresnan; $3.

Planters' Hotel John Bresnan, Manager; $2.

Jesup, Ga.

Altamaha Hotel, A. Wall; $3 per day.

Jesup House, T. B. Littlefield; $2.

St. Marys, Ga.

Spencer House, Jas. W. Thompson, $—.

SCHEDULES AND ROUTES.

ATLANTIC COAST LINE.

ROUTE 1.—*Via* WILMINGTON, CHARLESTON AND SAVANNAH.—Leave New York, daily, 10.00 p.m.; take sleeping car to Savannah; leave Philadelphia 1.05 a. m., Baltimore 4.40 a. m., Washington 7.00 a. m.; arrive at Richmond 11.38 a. m., Wilmington 9.55 p. m., Charleston, 7.15 a. m., Savannah 12.20 p. m.; take sleeping car to Jacksonville; leave Savannah 4.30 p. m., arrive Jacksonville 7.50 a. m.—(See St. Johns River Steamers.)

ROUTE 2.—*Via* WILMINGTON, CHARLESTON AND SAVANNAH.—Leave New York 8.20 a. m., Philadelphia 11.40 a. m., Baltimore 3.10 p. m., Washington 5.00 p. m.; take sleeping car to Savannah; arrive Richmond 9.50 p. m., Wilmington 8.15 a. m., Charleston 5.35 p. m., Savannah 10.40 p. m.—(See Savannah connections.)

ROUTE 3.—*Via* WILMINGTON, COLUMBIA AND AUGUSTA.—Leave New York and arrive in Wilmington as in Route 1. Leave Wilmington 10.25 p. m.; take sleeping car to Augusta; arrive at Columbia 6.00 a. m., Augusta 9.25 a. m., Savannah, (*via* Central Railroad of Georgia,) 3.45 p. m.—(See Savannah connections.)

ROUTE 4.—*Via* CHARLESTON AND SAVANNAH.—Leave New York 10.00 a. m., take limited express composed entirely of Pullman drawing room cars; arrive at Washington 4.00 p. m.; leave Washington 5.00 p. m., thence as in Route No. 2.

CENTRAL SHORT LINE.

ROUTE 5.—*Via* RICHMOND, DANVILLE, AUGUSTA AND SAVANNAH.—Leave New York 8 20 a m and arrive at Richmond as in Route 2; leave Richmond 10.30 p. m.; take sleeping car

to Danville; leave Danville 8.38 a. m.; take sleeping car to Savannah via. Magnolia Route; arrive at Charlotte 1.27 p. m., Columbia 6.38 p. m., Augusta 10.45 p. m., Savannah 7.50 a. m.—(See Savannah connections.)

ROUTE 6.—*Via* VIRGINIA MIDLAND ROUTE, LYNCHBURG, DANVILLE, AUGUSTA, MAGNOLIA ROUTE.—Leave New York 4.00 p. m., Philadelphia 6.00 p. m., Baltimore 9.05 p. m., Washington 10.40 p. m., take sleeping car to Savannah; arrive at Lynchburg 5.45 a. m.; leave Danville 8.38 a. m., thence continue, as in Route 5, to Savannah.—(See Savannah connections.)

ROUTE 7.—Via CENTRAL SHORT LINE.—Arrive at Richmond as in Route 1; take sleeping car New York to Danville. Leave Danville 7.04 p m.; take sleeping car to Savannah via. Augusta, and Central Railroad of Georgia; arrive at Charlotte 12.32 a. m., Columbia 5.43 a. m., Augusta 9.25 a. m., Savannah 3.45 p. m.—(See Savannah connections.)

BAY LINE STEAMERS.

ROUTE 8.—Via PORTSMOUTH, CHARLESTON AND SAVANNAH. Leave New York 4 00 p m; Philadelphia 6 00 p m; Baltimore 9 05 p m, via Bay Line Steamers to Norfolk and Portsmouth, arriving at 9 30 a m; leave Portsmouth 10 00 a m; leave Weldon 3 40 p m; take sleeping car to Savannah; arrive at Wilmington 9 55 p m; Charleston 7 00 a m; Savannah 12 20 p m. (See Savannah connections.)

FROM BOSTON---SOUTH.

ROUTE 9.—Leave Boston 6 00 p m; take sleeping car to Washington; arrive New York 4 30 a m; Philadelphia 7 00 a m; Baltimore 9 30 a m; Washington 10 40 a m; leave Washington 10 50 a m; take sleeping car to Savannah via Central Short Line; arrive at Richmond 2 30 p m; Danville 7 45 p m;

Charlotte 12 40 a m; Columbia 5 43 a m; Augusta 9 45 a m; Savannah 3 45 p m., or leave Washington 5 00 p m,, *via* Atlantic Coast Line as in Route 2.—(See Savannah connections.)

OLD DOMINION STEAMERS.

Leave New York, Pier 43, North River, Tuesdays, Thursdays and Saturdays, 3 00 p m; arrive at Portsmouth next day 5 00 p m. Leave Portsmouth via rail 10 00 a m; thence continue south as in Route 8.

CHARLESTON STEAMERS.

Leave New York, Pier 27, North River, every Wednesday and Saturday, at 3.00 P. M. Steamer leaving New York on Wednesday, arrive at Charleston Saturday morning. Steamer leaving on Saturday arrives at Charleston Tuesday morning. These steamers make close connection with the "Florida Packet Line," steamer "St. Johns" for Florida. (See Charleston connections.)

SAVANNAH STEAMERS.

One of the elegant steamers of the above line leaves New York, Pier 35, North River, at 3 P. M., every Wednesday and Saturday. Steamer leaving New York on Wednesday arrives at Savannah Saturday. Steamer leaving New York on Saturday arrives at Savannah Tuesday. These steamers make close connection with steamer "Florida," of inside route to Florida. (See Savannah connections).

CHARLESTON CONNECTIONS.

Florida Steam Packet Line.—Steamer "St. Johns" for Jacksonville, Palatka, etc., leaves Charleston, every Tuesday and Saturday on arrival of Charleston Steamer from New York. Steamer leaving Charleston Tuesday arrives at Savannah Tuesday afternoon, arriving at Jacksonville Wednesday

morning, stopping at principal landings on St. Johns river, terminating at Palatka Wednesday afternoon. Steamer leaving Charleston Saturday morning, direct to Jacksonville, arriving at Jacksonville Sunday morning, stopping at principal landings on St. Johns river, terminating at Palatka Sunday afternoon.

Savannah & Charleston Railroad.

Leave Charleston, 7.20 a m., 8.35 p. m.; leave Rantowles, 8.06 a. m., 10.02 p. m.; leave Ashepoo, 9.09 a. m., 12.00 p. m.; leave Yemassee, (dinner) 10.05 a. m., 4 p m. Arrive at Savannah, 12.40 p. m., 7.50 a. m.

SAVANNAH CONNECTIONS.

Steamers "St. Johns" en route for Florida, leaves every Tuesday afternoon for Jacksonville and principal points on the St. Johns river, terminating at Palatka.

Inland Route.—Steamer "Florida," Capt. G. H. Whiteside, leaves Savannah every Tuesday and Saturday, making continuous connection with ocean steamer from New York.

Savannah, Florida & Western Railway Co.

Leave Savannah, Daily—take sleeping car, 4 30 p. m. Arrive Jesup—Supper, 7.20 p.m.; arrive Du Pont, 11.30p.m.; arrive Live Oak, 2.00. a.m.; arrive Lake City, 4.30 a.m.; arrive Baldwin—Breakfast, 6.30 a.m.; arrive Jacksonville—Breakfast, 7.50 a.m. (See St. Johns River Steamers.)

ST. JOHNS RIVER STEAMERS.

Palatka and all river landings. Daily line (except Sundays) "Eliza Hancox" leaves Clark's wharf 10.00 a.m., connecting at Tocoi with train for St. Augustine; returning from Palatka to Jacksonville same day—connecting at Palatka with up river steamers. John A. Post, Manager; John Clark, Agent, Jacksonville.

Palatka.—One of the steamers "Gazelle," "Water Lily" and "Pastime" leaves Jacksonville, daily, at 10.00 a.m., connecting at Tocoi for St. Augustine, etc.

Palatka and Sanford.—Steamer "Arrow" leaves Jacksonville Mondays and Thursdays at 3.30 p.m.

Green Cove Spring.—The "J. A. Stevens" leaves Jacksonville 3.00 p.m,

Enterprise, etc.—Steamer "City of Sanford" leaves Jacksonville 10.00 a.m., every Monday and Friday.

Enterprise, etc.—Steamer "Geo. M. Bird," Capt. W. A. Shaw, leaves Jacksonville Tuesdays and Fridays, 10.00 a.m.

Enterprise, etc.—Steamer "Rosa," Capt. Joe Smith, leaves Jacksonville Mondays and Thursdays, at 10.00 a.m.

Enterprise, etc.—Steamer "Florence," Chas. Brock, leaves Jacksonville Saturdays and Wednesdays, 3.00 p.m.

Palatka to Enterprise.—Steamer "Bromley" leaves Palatka Wednesdays and Saturdays, 6.00 p. m.

Palatka to Silver Spring.—Steamer "Marion," Capt. H. A. Gray, leaves Palatka Mondays and Thursdays on arrival of steamer "St. Johns."

Ocklawaha River.—Steamer "Tuskawilla" leaves Jacksonville every Thursday morning. Arrives at Palatka and leaves for Ocklawaha points 8.30 p.m.

Indian River.—Steamer "Wekiwa," Capt. W. A. Jones, leaves Jacksonville every Tuesday, 3.00 p.m.

St. Johns and Lake Eustis Railway.—Leave Leesburg 6.00 a.m., daily, by steamboat. Arrive at Fort Mason 9.30 a.m.; connect with train for Astor. Arrive at Astor 11.00 a.m. Return; leave Astor 1.00 p.m.; arrive at Fort Mason 2.30 p.m.; Leesburg 6.00 p.m.; connect with steamers for Palatka, Jacksonville, Sanford and Enterprise.

St. Johns Railway.—(St. Augustine to Tocoi.) Leave St. Augustine for Tocoi, 8.00, 11.15 a.m., 3.00, 5.15 p.m. Leave Tocoi, 9.40 a.m., 1.45, 4.00, 6.40 p.m.

HEADQUARTERS FOR INFORMATION.

NEW YORK.—Atlantic Coast Line, No. 229 Broadway, corner Barclay street.

Central Short Line, 229 Broadway, cor. Barclay St.

Bay Line Steamers, No. 9 Astor House.

Savannah, Florida & Western Railroad, 315 Broadway, C. D. Owens, Agent.

Old Dominion Steamers, 197 Greenwich street, corner Fulton.

Ocean Steamship Company, (Savannah steamers) 409 Broadway, George Yonge, Agent.

New York and Charleston Steamers, Pier 27, N. R.

H. Yonge, Jr., General Agent New York and Charleston steamers, and New York and Savannah Steamers, 317 Broadway, corner Thomas street.

Information for inside steamer "Florida," from Savannah to Florida, 409 and 319 Broadway.

Information for outside steamers, Charleston to Florida, Pier 27, N. R.

Associated Rail Lines, 950 Broadway, J. H. White.

BROOKLYN.—At Dodd's Express, No. 4 Court street, and Brooklyn Annex Depot, foot of Fulton street.

BOSTON.—306 Washington street; Nos. 205, 214, 232, 219 Washington street; No. 3 Old State House; offices of all New York lines, and principal ticket offices in the East.

PHILADELPHIA.—Nos. 838, 1.100, 1.351 Chestnut street; southeast corner Broad and Chestnut streets; Phila., Wilmt., & Balto. Railroad Depot, corner Broad and Prime streets; Pennsylvania R. R. Depot, Thirty-second and Market streets.

FORT MYERS.

Fort Myers, on the Caloosahatchee river, is thirty-five miles from the Gulf and about sixty miles from Lake Okeechobee. The settlement consists of about twenty houses. The fort, from which the name of the settlement is derived, was built by the United States Government during the Indian wars of which at the present day no evidence remains. A short distance from here is a fine cocoanut grove. This section abounds in game and fish.

FORT THOMPSON.

Fort Thompson is an Indian trading post, on the Caloosahatchee river about six miles from Lake Okeechobee. This is the nearest white settlement to the lake and the last on the Caloosahatchee river.

THE EVERGLADES.

They consist of an extensive shallow lake interspersed with innumerable islands ranging from one to one hundred acres each. It is filled with channels and sinks from three to fifty feet deep. The country is well stocked with the larger species of Florida game. Bordering on the Everglades are prairies from one to two and one-half miles in width.

THE PRINCIPAL SPRINGS.

Sulphur Spring, at Green Cove Spring, Clay Co. It is about 35 feet deep and discharges over 3,000 gallons per minnte. Fine facilities are afforded for bathing.

Orange Spring, Marion Co., located on Orange Creek, which empties into the Ocklawaha river.

The celebrated Silver Spring, in Marion Co., on the Ock'awaha river. This spring covers several acres and forms a river of itself. Another Silver Spring, in the same county, is located on the west bank of Lake George.

Blue Spring, Volusia Co., a few miles north of Enterprise, on the east bank of the St. Johns, is the largest in the State. It forms a wide river of itself, as clear as crystal; one can readily observe the movements of the fish below.

Green Sulphur Spring, Enterprise, is about 80 feet in diameter, and said to be fully 100 feet deep.

On the west shore of Lake Jessup, there are several large sulphur springs. Boats drawing over three feet of water cannot enter the lake.

In the centre of the St. Johns river, toward Lake Harney, there boils up a tremendous spring. It has been sounded to the depth of nearly 300 feet and no foundation touched.

Ponce de Leon Spring, St. Johns Co., is located on the new settlement of Ravenswood, just west of St. Augustine, and is used for its health-giving properties.

Boiling Ocean Spring, south-eastern part of Anastasia Island, just north of Matanzas Inlet. This is a volume of fresh water which issues with great force. It no doubt finds its way through a subterranean passage, the outlet of which is beneath the Atlantic ocean.

Wakulla Spring is situated about ten miles north of St Marks in the western part of the State, and is one of the finest springs in Florida. This spring is oval in shape, the largest part measures over six rods wide. The water is perfectly transparent.

The Big Spring of Chipola, in the extreme west of the State. There a river bursts from the earth with giant force from out rugged rocks. It is about thirty feet long by eight or ten feet wide. This Spring forms a river six rods wide by eight feet deep.

There are in addition to the foregoing, numerous springs scattered throughout the State which deserve more or less attention from the tourist.

RATES OF FARE, NEW YORK TO

Jacksonville, All rail limited ticket	$33.40
Jacksonville, Old Dominion Steamers	33.40
Jacksonville, Bay Line Steamers	33.40
Jacksonville, Charleston Steamers	25.00
Jacksonville, Savannah Steamers	25.00

EXCURSION TICKETS.

New York to Jacksonville, all rail	$50.00
New York to Jacksonville, Bay Line	50.00

New York to Jacksonville, Charleston Steamers 45.00
New York to Jacksonville, Savannah Steamers. 45.00
Excursion Tickets good until June 1st, 1881.

LOCAL RATES.

From Jacksonville to Points on the St. Johns River, etc.

Green Cove Spring (and points between).....$ 1.00
Palatka, (and points between)..... 2.00
Tocoi, $2; Tocoi to St. Augustine, $2..... 4 00
Welaka, (including meals)..... 4.00
Mount Royal and Fort Gates, (including meals) 4.00
Drayton Island, (including meals)..... 5.00
Volusia, and Orange Bluff, (including meals).. 6.00
Cabbage Bluff and Blue Spring (inc. meals)... 7.00
Enterprise, Sanford, Mellonville, (inc. meals).. 8.00

FROM PALATKA, (INCLUDING MEALS) TO

Welaka.....$1.00
Drayton Island..... 2.00
Volusia and Orange Bluff..... 3.00
Blue Spring..... 5.00
Enterprise and Mellonville..... 6.00
Jacksonville, up the Ocklawaha river and return with meals.....$28.00
Palatka, up the Ocklawaha river and return with meals.....$20.00

The above rates are liable to change.

FLORIDA AND THE SOUTH.

———):o:(———

ATLANTIC COAST LINE,
CENTRAL SHORT LINE,
And BAY LINE.

The Direct Routes.

—TO ALL—

Southern Winter Resorts.

EXCURSION TICKETS TO FLORIDA AT REDUCED RATES.

Continuous PULLMAN PALACE SLEEPING CAR SERVICE between

NEW YORK AND SAVANNAH,

—AND—

SAVANNAH AND JACKSONVILLE.

Sections and berths in Sleeping Cars reserved through to Jacksonville, also Staterooms on BAY LINE STEAMERS. Rates for through tickets, Time Cards and general information, cheerfully and promptly furnished an application, by mail, telegram, or in person, to Agents of Lines at the offices,

306 WASHINGTON ST., BOSTON, MASS.,
950 and 229 BROADWAY, NEW YORK CITY,
838 CHESTNUT ST., PHILADELPHIA, PA.,
511 PENNSYLVANIA AVE., WASHINGTON, D. C.
411 LIBERTY ST., PITTSBURGH, PA.

Through Tickets sold at offices of Connecting Lines in the North, East and North-west.

A. POPE,
GENERAL PASSENGER AGENT.

FLORIDA!

——):o:(——

—THE—

OLD DOMINION LINE OF STEAMSHIPS,

Connecting at Portsmouth, Va., with the

ATLANTIC COAST LINE,

And at Richmond, Va., with the

PIEDMONT AIR LINE OF RAILWAYS,

For CHARLESTON, SAVANNAH, AUGUSTA, AIKEN, JACKSONVILLE, ST. AUGUSTINE, PALATKA, ENTERPRISE, ETC.

One of the following First-Class Steamships,

"OLD DOMINION," Capt. WALKER,
"WYANOKE," Capt. COUCH,
"MANHATTAN," Capt. KELLY,
"BREAKWATER," Capt. GIBBS,

Will leave Pier 43, North River, foot of Christopher street, every Tuesday, Thursday and Saturday at 3 P. M.

EXCURSION TICKETS.

NEW YORK TO JACKSONVILLE. - - $50.

Good to return until May 31st, 1881.

W. H. STANFORD, Secretary.

——):o:——

GENERAL OFFICE,

197 Greenwich St., cor Fulton, New York.

OCEAN STEAMSHIP CO.

OF SAVANNAH.

THE FAVORITE ROUTE BETWEEN

NEW YORK and FLORIDA.

—):o:(—

The Company's fleet consists of the New Iron Steamships

CITY OF AUGUSTA, GATE CITY, CITY OF COLUMBUS, CITY OF SAVANNAH, and CITY OF MACON,

Sailing from NEW YORK and SAVANNAH regularly every

WEDNESDAY AND SATURDAY,

and making close connection with the new Steamboat "FLORIDA," running on the

INSIDE ROUTE

BETWEEN

SAVANNAH AND FLORIDA.

THE SAVANNAH, FLORIDA & WESTERN R. R.,

Between Savannah and Jacksonville; the palatial Steamer ST. JOHNS, between Savannah and Palatka *via* the outside route, and the CENTRAL R. R. OF GEORGIA, running between Savannah and interior points in GEORGIA, FLORIDA and ALABAMA, offer the patrons of the O. S. S. Co., a variety of connections unsurpassed.

For circulars and further information apply to

G. M. SORREL, Agt., Savannah, Ga. **H. ERNEST MURPHY, Tkt. Agt., Jacksonville, Fla.**

H. YONGE, JR., 317 Broadway, N. Y.

GEORGE YONGE, Agt., O. S. S. Co.,

New Pier 35, North River, New York.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE,

VIA

CHARLESTON, S. C.,

THE SOUTH AND THE SOUTHWEST,

AND THE

FLORIDA PORTS.

WEDNESDAY AND SATURDAY,

At 3 o'clock P. M., from Pier 27, N. R.,

CITY OF ATLANTA, Capt. R. W. LOCKWOOD.
MORRO CASTLE, Capt. —. —; REED.
CHARLESTON, Capt. McKEE.
DELAWARE, Capt. WINNETT.
CITY OF COLUMBIA, Capt. M. S. WOODHULL.

The above Steamers have been handsomely fitted up for the convenience of passengers, and are unrivalled on the coast for

SAFETY, SPEED AND COMFORT.

Close connections at Charleston with the favorite and well-known Florida packet, ST. JOHNS, Capt. Vogel;
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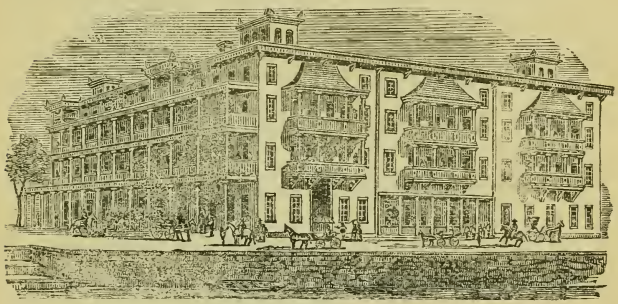

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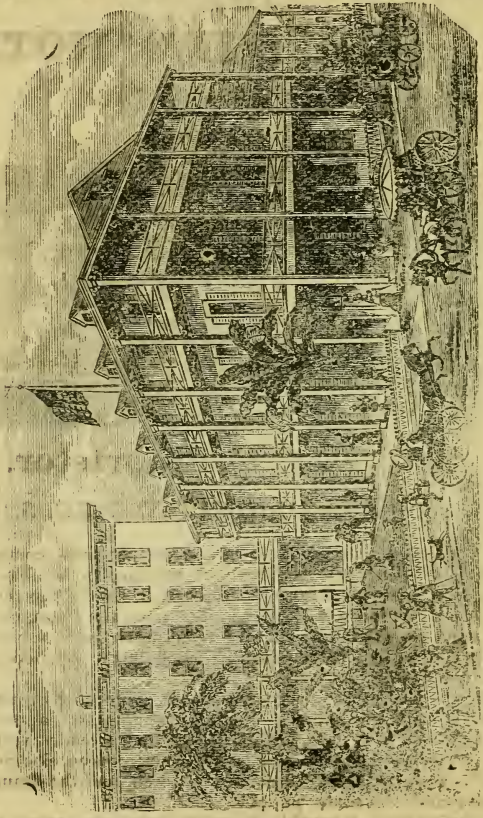

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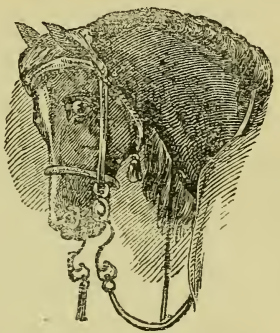

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